CYCLE NEWS®

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Husky sweeps Nat'l Enduro

Nitro Harleys in Utah:

Widowmaker Hillclimb

Lawson vs. Spencer in Europe

Virginia City Grand Prix; Mount Morris Motocross; World Championship 250cc and 500cc Motocross; Dragracing in California and Kentucky; Risk: Fixing bad racetracks

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

The Latest POOP BY PAPA WEALEY

World Champion Freddie Spencer (Hon) won the May 27 West German 500cc GP road race at the new 2.8-mile Nurburgring circuit. Eddie Lawson (Yam) finished second, 16 seconds behind Spencer, with Randy Mamola (Hon) third. It was the second American 1-2-3 sweep in eight days. Spencer opted to ride an updated three-cylinder bike rather than the four-cylinder Honda he has ridden in previous GPs. Lawson was challenging for the lead at the one-third mark when he was forced off the track by a slower rider. The resulting loss of time before he got underway allowed Spencer to open up his lead. Lawson still leads the point standings with 69 points to Raymond Roche's 43, with Spencer third at 42.

Christian Sarron (Yam) picked up his second 250cc GP win in as many races with a victory in West Germany. Martin Wimmer (Yam) took second over Martin Herweh (Rea). Team Marlboro Roberts' Wayne Rainey (Yam) and Alan Carter (Yam) placed sixth and seventh after gambling on intermediate tires due to a threat of rain that never materialized. Dave Busby (Yam) finished 27th. Angel Nieto (Gir) continued his winning ways in the 125cc GP as did Stefan Dorflinger (Zun) in the 80cc race.

Team Honda's Greg Arnette was detained at the Greater Pittsburgh International Airport prior to the Mt. Morris National MX, while toting a Showa fork to be used on a Honda works bike the next day. Security guards accused Arnette of carrying a bomb, but upon opening the package found only suspension components. He was released.

Billy Liles' 250cc works Kawasaki sported a rear disc brake at Mt. Morris. Jeff Ward, Kent Howerton and Goat Breker continue to use rear drum brakes on their works machines.

Goat Breker will be mounted on a new works bike for the Pasadena (Rose Bowl) Supercross on June 2. "The bike I'm riding now is too small for me," Breker said. "The new bike will have a larger frame; it will be much more comfortable and I should be able to go faster." Breker put together a pair of strong thirds at the Mt. Morris National for third overall in the 500cc class. "I'm still riding a bit conservatively since I haven't fully recovered from injuries I sustained at the Atlanta Supercross, but things are getting much better now."

A Yamaha RZ500 made its racing debut by winning a 300-kilometer production road race at Lakeside, Australia May 27, defeating a field largely composed of Kawasaki Ninjas and Honda VF1000Fs. The Yamaha made up on brakes and in cornering speed what it lacked in acceleration and top speed compared to the larger four-strokes.

The San Luis Obispo County Board of Supervisors will meet June 5 to consider alternative staging and access proposals for the Pismo Dunes State Vehicular Recreation Area. The public hearing, which will begin at 1:30 p.m., will include a presentation by the California Department of Parks and Recreation on their proposed alternatives and recommendations. Interested parties are invited to comment on the issue. The meeting will be held in the Board of Supervisors Chambers, County Government Center, San Luis Obispo, California.

Rained out again: the Springfield Mile, rescheduled from May 20 to May 27 and now to July 22.

Before rain forced rescheduling of the Springfield Mile, Team Honda's Ricky Graham set a new one-lap qualifying record of 104.203 mph, completing the lap in 34.54 seconds. Graham shattered Hank Scott's 35.283 seconds, 102.032 mph record set at the Indianapolis Mile in 1980, on a Harley-Davidson.

Two issues ago, we reported that Carroll Chandler was fired from his position as Motocross and Hillclimb Manager for the AMA Pro Racing Department. We should have used the word terminated; the position he occupied no longer exists.

Thumpers will be the feature attraction June 3 as the Continental Motosports Club's Four-Stroke Nationals run on the Baja Cross course of Saddleback Park. The event is also going to feature sidecars, including defending National Champ John Palfreyman. For more information on the event, call CMC at 714/261-6116.

MOTORCYCLE INDUSTRY CHANGES

Gone Direct S&W Engineered Products manufacturers of suspension components, eliminating traditional distributors and selling to motorcycle dealers, effective May 26.

Appointed To the California Off-Highway Motor Vehicle Recreation Commission, AMA D-37 Legislative Officer Edward H. Waldheim, 45, by Governor George Deukmejian. Waldheim, whose term is three years, succeeds Howard Wilshire, the anti-ORV environmentalist appointed by former Governor Jerry Brown in the final days of his administration.

Formed National Harley-Davidson Dealers Alliance, in Black River Falls, Wisconsin, to challenge what the group calls "questionable management decisions of the Harley-Davidson Motor Co." No details on the group's size or specific complaints were included in press releases announcing the organization's formation.

Wadded As in totally destroyed, c 1984 Yamaha Venture Royale, fully equipped with Drag Specialties equipment, during a Motorcyclist magazine test, by Marc Hemsworth, 28, a contributor, in New Mexico, enroute from New York to California. He was unhurt.

Jay Springsteen missed his third National in a row with recurring stomach illness; he didn't show up at Springfield.

Look for prototype versions of Husqvarna's new single-rear-shock 250cc motocrosser, expected in the U.S. before the July 8 Unadilla (New York) 250cc Motocross Grand Prix.

The KTM factory says it parted with former 500cc World Champion Graham Noyce due to insufficient time to resolve minor technical development problems with the KTM 495 LC (Liquid Cooled) motocrosser, by mutual consent. But KTM of America's Bill Berroth said KTM terminated Noyce's contract due to lack of results. Berroth also said that KTM may sign privateer Kurt Nicholl, son of 1970 Trans-AMA series winner Dave Nicholl.

The AM-PM/Skoal Bandit Sweepstakes will award a 4x4 Toyota truck, a riding course at Gary Bailey motocross schools, and a year's supply of Diet Coke; entries are available at participating Southern California AM-PM mini markets. Winners will be announced at the Miller High Life Superbowl of Motocross at the Pasadena Rose Bowl on June 2.

Participating southern California retailers are giving free tickets to the Superbowl with the purchase of Wrangler jeans. The Superbowl is part of the Wrangler Supercross Series.

Bob Rosa, who has been promoting AMA races in northern California for 20 years, is now promoting motocross events at the Laguna Seca Recreation Area. The first event was May 20, the next race will run June 3. Rosa says the events are semi-pro on an all-new track. Rosa also says he is building a new track for three-wheelers, Odysseys and other four-wheelers. For more information, Rosa can be reached at 408/394-8225.

Scoring changes in the Fools Gold National Enduro (covered elsewhere in this issue) were announced shortly before we went to press. As you'll read in the story, the final check was thrown out for A and AA riders, but not for B riders. However, AMA rules prohibit that; a check must be thrown out for all classes. So the B class results change slightly, with Scott Taggart moving up to first Open B with 77 points, followed by Bill Russell. In the 250cc B ranks, Colin Thompson and Mike McMurray advance to second and third in class.

The Los Ancianos M.C. are back in business, they say, and will be hosting a one-day enduro in Baja California December 1. There will be 300 spots available in the enduro, which club member Fred Germaine described as, "not for Beginners." Info on the event can be obtained from the club at P.O. Box 808, Santee, CA 92071, or by calling 619/727-6000.

American Honda has received one extra RS250 road racer; it's for sale. And not to the highest bidder. Road racing team manager Udo Gietl says that he is now accepting resumes to determine the buyer; they can be sent to his attention at American Honda Motor Company, 100 West Alondra Blvd., Gardena, CA 90247. Additional RS250s are expected to be available near the end of this year, according to Gietl.

(Continued to page 22)

RISK

By John Ulrich

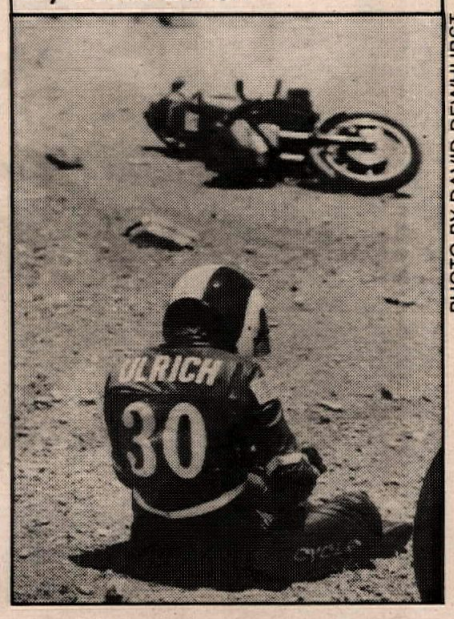


PHOTO BY DAVID DEWHURST

An essay on not dying

Last year Wayne Montoya fell off his Yamaha TZ250 in turn two at Laguna Seca Raceway, during practice for the AMA National. He was going a little over 120 mph when he backed off the throttle for a moment, just before entering the corner, and the bike seized. Montoya grabbed for the clutch lever, but it was too late; his motorcycle threw him off the high side.

Montoya tumbled and slid, heading for the most dangerous place in American road racing, a sheer dirt cliff responsible for killing two men and breaking the necks of two others in the preceeding handful of years.

Montoya, by all rights, was headed for death or serious injury; judging by the recent past, his normal life was over. He had crashed in a *bad place*, and was about to pay with his flesh and bones.

He was 25 years old, had been racing for five years, and carried AFM's #7 plate, which meant he was seventh in 1982 points earned by AFM's 900 members. He was second overall in AFM Superstreet points that same year, riding a modified RD350 painted in camouflage colors. Montoya rode hard, but never took his racing or himself too seriously; he ran under the Team Bozo banner.

Montoya had graduated from San Francisco State University with a B.S. in Chemistry; he worked as a chemist for Raychem Corp. of Menlo Park, California. His title was Associate Staff Scientist; his duties lay in product development, formulating and testing new plastics compounds for use in California's burgeoning aerospace industry.

Wayne Montoya was in trouble; nothing he knew or had learned could help him now.

* * * * * *

Montoya was unconscious when the corner workers reached him; both he and the bike were covered with hay from exploded bales lining the cliff. He woke up as the workers moved his bike; an ambulance team arrived and went to work, checking him for damage.

Montoya rode back to the pits in the ambulance. He had a headache, one that would last for days. He had scrapes and bruises. And he finished seventh in the Formula Two final the next day.

Montoya fell at the same spot as

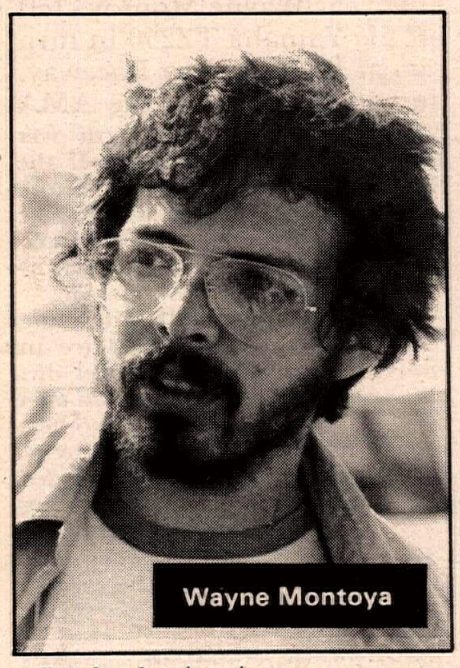
Jon Woo did eight months earlier. Woo died. Montoya didn't.

Because when Woo died, Montoya and 119 other motorcyle racers banded together in the Jon Woo Memorial Safety Project, and announced they wouldn't race at Laguna Seca until something was done about turn two.

The JWMSP wrote to Monterey County, which owns the track; a polite letter denied responsibility. The JWMSP wrote to SCRAMP, which runs the race; a polite letter declined a meeting to discuss safety problems at the track. JWMSP President Bruce Hammer talked to Kenny Roberts, who promised to set up a meeting between a JWMSP delegation — including Wes Cooley and Dave Busby — and the track management. Roberts never set up the meeting, and, for his own reasons, announced a few weeks later that Laguna Seca was the finest racetrack in America.

The JWMSP contacted Bill Boyce of the AMA, and Boyce hemmed and hawwed.

If everybody — the track, the AMA, the county — had ignored the problem, chances are the JWMSP strike couldn't have stopped the race: for every rider willing to boycott an event, there's another who sees a boycott as something to improve his chances of winning money.



Wayne Montoya

But by the time it came to race at Laguna Seca again, the embankment had been pushed back by bulldozers; the available run-off room for a crashed rider was dramatically increased. The strike was called off.

Boyce said the track did it to accommodate Indy cars. Track officials declined comment.

It wasn't until later that Hammer and the others figured out why the embankment was moved.

It's like this. The racers in the JWMSP — all 120 of them — said turn two at Laguna was dangerous, so dangerous that a reasonably-foreseeable incident — a simple crash — would turn into a disaster, killing or seriously injuring the rider involved.

If the track wasn't fixed, and another rider met his death or lost his health at turn two, the legal implications would be staggering. The track couldn't claim they didn't know about the problem or that it couldn't be fixed.

That's why the track was fixed; that's why Wayne Montoya lives and races today.

Bruce Hammer and the Jon Woo Memorial Safety Project continue to work for improved safety at racetracks across the country. Riders interested in joining the JWMSP should write to Bruce Hammer, Box 964, Guasti, CA 91743...Editor.

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ON THE FRONT PAGE: Team Husqvarna's Kevin Hines keeps his slim points lead alive after winning the Fools Gold enduro in Georgetown, California. Complete coverage begins on page 12. Photo by Dan McCauley.

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voices

Amateurs

This is a personal opinion on the intrusion of professionalism into the amateur sport of motorcycle road racing.

Case in point being Dave Emde on the Kosman Special. What's a professional rider on a professionally built motorcycle doing blowing the doors off of a group of amateur road racers? I don't think it makes any sense to have pros and non-pros in the same race.

Keep amateur motorcycle racing for the amateur. If you don't, soon you will have riders being paid for these weekend amateur events, along with swarms of mechanics hovering around their amateur motorcycles.

PAUL HANNAN
Hayward, CA

Riders paid for weekend amateur events? The only two men paid to compete in American professional road races are Mike Baldwin and Fred Merkel. And what about "professionals" like Rich Oliver? He works to pay for his racing, buys his own parts, wrenches his own bike. Emde? He missed the California Superbike School Challenge Race at Riverside because he didn't have the $88 needed to buy a 1984 AMA Expert license. How do you define a professional? Who are you to say who can and can't race? Emde has an AFM license, he started with AFM, he's entitled to race AFM... Editor.

Good thinking

Honda has the right idea by having its dirt track team compete on road racers in the AMA Grand National Championship Series. By doing this, Honda has returned to the way the championship was, and is suppose to be won — by riding in several types of races, not just three or four types of dirt track.

What the AMA should do is pay championship points to the Superbike class, not the F1. More riders and sponsors would be able to find reason to support this class. Kawasaki, Harley-Davidson and Yamaha, to mention a few, could race what they sell, and aftermarket companies could help take the bite out of the cost to race. The F1 class costs too much and serves little purpose.

Let's give the motorcycle racing back to the motorcycle industry. Without their support, racing motorcycles (other than motocross) is doomed. Just look at the number of good road racers and fans turning out for events other than Daytona and Laguna Seca. You, the racer, had better be in it for the fun, because there isn't much of a living in it.

G.K. SCOTT
Newbury Park, CA

Suing Husqvarna

I am writing to let *Cycle News* readers know the outcome of my lawsuit against Husky for selling an untested prototype motorcycle with multiple severe catastrophic defects under the guise of a regular production one.

I won!

I sued them in the West Orange County Municipal Court, Small Claims Division, for the maximum amount of $1500, case #SC177305, claiming actual cash losses of over $2400 in addition to the cost of the motorcycle. I appeared in court against Mark Blackwell, (representing Husky), on May 8. On May 9, I was awarded $800 of the claim, plus $20 court costs.

Thank you very much to the many people who wrote and called with information about the problems with their bikes, and with encouragement. Let me re-clarify a couple of points in closing. First, I probably would not have sued Husky if their customer service attitude had not been so arrogant, and if they had made a reasonable effort to find the source of my problems and correct it. They originally promised me a fix by the first of January. They managed to prolong it until the middle of May.

Second, Dick West is probably the one who figured out what was wrong with my ignitions. He was one of my callers (although the tone of his phone call was more positive than the tone of his letter to *Voices*). He said that I probably had a bad ground, and that losing the ground to that type of ignition for even a microsecond will cause the ignition to die. It sure makes sense, and I've never lost another ignition since I super-grounded my ignition. According to my notes from his call, he said he'd lost two ignitions, however. Thanks, Dick, for doing what Husky couldn't.

Last, my lawsuit against Husky should not be mistaken as any dissatisfaction with my dealer, Up-Tite Husky in Santa Ana. All of my callers said they had no complaints against their dealer, only Husky.

BRIAN MEYETTE
Westminster, CA

Fed up

OK. I'm fed up with all this dialogue about how Eddie Lawson can't ride with the likes of Freddie Spencer or Kenny Roberts.

Let's forget the times that Lawson beat Spencer on Superbikes and 250s, and vice versa. Look at Daytona these past few years. In 1982 Lawson led much of the race on the uncompetitive KR500 before the transmission broke. He ran lap for lap with Roberts in '83, and who's to say that he wouldn't have beat KR, but for a punctured rear tire? As for '84, after one tire change apiece, Lawson led Spencer handily.

In the GPs, Lawson had his learning year, just as Spencer did in '82. After running head to head twice this season, the score is even. Will Spencer close a large early-season points gap, as Roberts did last year?

Now for the point. To infer that *any* of these riders is less than equal to the others (and let's not forget Randy Mamola) in ability, skill, determination and courage, is absurd.

ROLLIN LOFDAHL
Woodland Hills, CA

Don Emde on BSAs and Championships

I'd like to put my two cents in on a couple of subjects that were run recently in *Cycle News*. On Alan Cathcart's story on the BSA Triples, I agree with David Aldana that Alan has a few things mixed up.

In 1971, Dick Mann rode the only new-frame model for the BSA Team. My bike was one of the machines from 1970 and was chassis #1. It was this bike, I was told by BSA, that Mike Hailwood rode at Daytona in 1970.

I ran the bike pretty much the same in 1971, with the only modification being the switch to a disc front brake. This bike was very reliable and finished every road race event. I was able to finish third in the season road race points behind Mann and Kel Carruthers with high finishes at Daytona, Talladega and Kent, Washington. After 1971, the bike was sold to Mike Ninci, who finished eighth with it in Daytona.

I'm not sure what happened to the bike I rode, but I believe that the bike Cathcart wrote about in his story is Aldana's bike. As David stated in his column, many parts could be intermixed at BSA and parts stamped with "MK" initials could have come off my bike. Mack Kambayashi was my mechanic that year but he helped out on other bikes at the factory I'm sure.

Whatever the case, the article was

(Continued to page 14)

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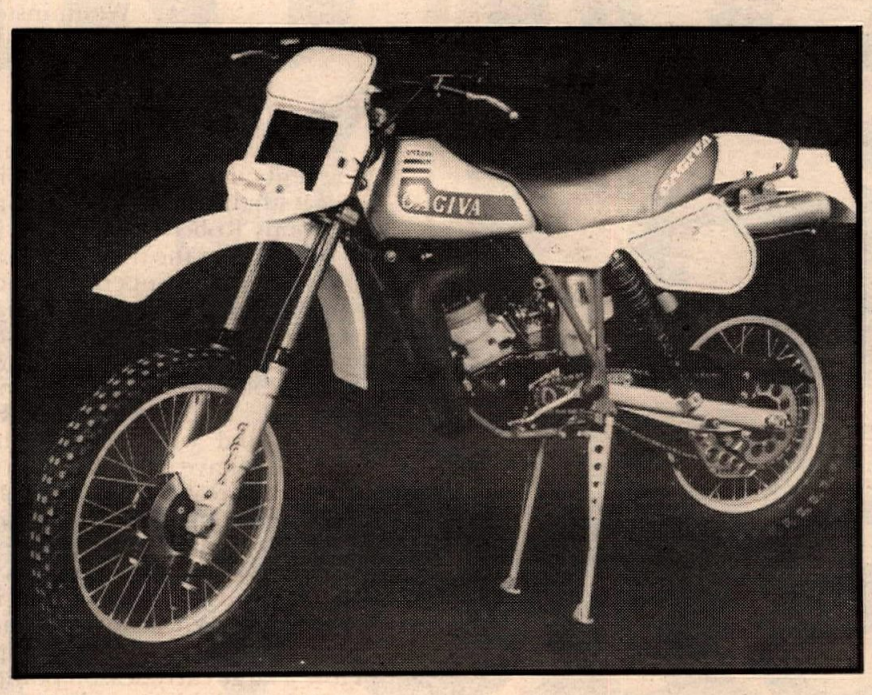

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Rick Johnson on his way to victory.

Riding a practically box stock YZ, Team Yamaha's Rick Johnson left his competition at the main gate and never looked back as he turned the Tangerine Bowl upside down and inside out.

The victory gave Rick enough points to jump into second in the overall Supercross standings. And proved again that there's only one place to sit if you really want to enjoy a ride.

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PHOTOS BY TOM KOLNOWSKI

Yamaha's Rick Johnson finally managed to nail down his first national victory of the year. Johnson won both motos.

Jeff Ward narrowly edged Johnny O'Mara for the 125cc win. Ward won the first moto by passing O'Mara a turn before the finish.

AMA/Bel-Ray Grand National MX Championship Series: Round 7

Champagne for Johnson at Mt. Morris

By Tom Kolnowski

MT. MORRIS, PA, MAY 27

"I couldn't be happier!" Those were the first words from an ecstatic Rick Johnson following a self-induced champagne shower in winner's circle at the Wiseco-sponsored National MX at High Point Raceway. The reason: The Team Yamaha star had only moments before crossed the finish line for his second 250cc class moto victory of the day — and his first National MX win of 1984.

Johnson, still riding on a wave of utmost confidence following his smashing win in the Orlando Supercross last week, again proved to be invincible on his production-based Yamaha YZ250. As was also the case in Orlando, Team Honda's Ron Lechien copped second overall honors following a 3-2 performance, with Johnson and Lechien replaying their Orlando act with the two swapping the lead and running wheel-to-wheel for much of moto two. Kawasaki's Billy Liles filled the third overall spot, with Yamaha's Keith Bowen fourth after a pair of strong fourth place rides.

While Honda's David Bailey saw his eight-moto winning streak in the 500cc ranks come to an end at the hands of Yamaha's Broc Glover after a stirring first moto, Bailey bounced back to win moto two for overall honors. Glover copped second overall, followed by Kawasaki's Goat Breker and Team Husqvarna's Micky Dymond.

The Jeff Ward/Johnny O'Mara 125cc class road show was at its best: The two were never more than three seconds apart in either moto and usually much closer. Ward won moto one in the final corner. As the checkered flag waved for O'Mara, O'Mara overshot the berm and Ward railed past to collect the win. Moto two saw Ward trail O'Mara for most of the 30-minutes-plus-two-laps, but again Ward surfaced as the winner. Erik Kehoe topped Jim Anderson for third overall.

Bailey still reigns supreme in the Grand National Championship MX point chase in his quest for a second consecutive title, but Ward is a slim four points off the pace: Bailey 300, Ward 296.

500cc

Broc Glover, who admitted he has been "struggling to stay *near* Bailey" so far this year, was in the best of spirits before the first moto. "Things will be different today," Glover said with a smile. "We've done an awful lot of work on tuning the suspension (on his Yamaha YZ490) in the last week; it's working great."

Glover was good on his word and at the drop of the gate it was Glover leading Bailey as they traversed the first of many downhills, and after a half lap he left Bailey two seconds behind as they made their way up a sandy grade. Breker and Eric Eaton followed.

"Broc definitely got a good start," Bailey said later. "They watered the track just before the start and he hooked up and was gone."

But not by much. Glover pulled ahead to a five-second cushion by lap three, but that was as far as he could go; Bailey then began to slowly inch closer with each succeeding lap.

By lap eight, it was still Glover and Bailey rapidly leaving the pack then threading through lapped traffic. Breker settled into a safe third with Dymond all the way up to fourth after starting way back. Mickey Kessler dropped to fifth after falling victim to Dymond's charge.

In the final laps Bailey trimmed Glover's lead to three seconds, then two and finally less than one in the waning moments of the final lap. By the finish line, it was still Glover, but by the narrowest of margins as Bailey nearly stuffed his bike to the inside of Glover, but fell a bikelength short. Breker finished third over Dymond, Kessler and David McClain.

The tables turned in moto two, with Bailey jetting to the front, leaving Glover to make up the difference. Breker immediately took up third, with Kessler, McClain and Scott Manning in close company. Dymond was 10th at the end of the first lap, but again on the move.

"I didn't have a real fast pace in the early laps," Bailey said, "but I wasn't having to hold off or block Broc. So I thought I'd just hold the same pace."

That pace was enough to keep Glover at bay to the tune of two to three seconds, but by the end of lap five that distance was beginning to increase.

"I had picked a few neat little lines that worked out well," Bailey said, "and I looked back and saw I had gained some ground on Brock and then he dropped way back."

Into lap seven, Glover had fallen 20 seconds behind, his bike wallowing in the rougher sections. Turning had become an imprecise proposition. "At one point, I felt as if the rear wheel had collapsed," Glover later said, "but as time went on I decided it had to be the rear shock — I think the piston had broken."

Bailey backed off his pace a bit with Glover having problems, and Breker remained in third followed by McClain and Dymond.

That's how things stayed: Bailey cruised to the win by 35 seconds over Glover with Breker keeping third over McClain, Dymond and Donnie Cantaloupi.

"I'm glad I don't have to worry about all the hype about winning all of the motos," said Bailey. "I was actually nervous going to the line in the first moto, but I don't feel that now. I'm pretty happy. Broc and I had a hell of a race, but it's too bad he had some problems in the second moto."

125cc

With Johnny O'Mara and Jeff Ward mounted on the only two 125cc works machines, every National round so far has been a showdown between them, with the rest of the field left far behind shortly into each moto. Little had changed as the first moto began — after a half lap of sorting out it was the Honda of O'Mara leading the Kawasaki of Ward, with Yamaha rider Mike Beier, Erik Kehoe and Mike Duncan falling in behind.

By lap four, O'Mara remained a scant two seconds ahead of Ward, with Kehoe up to third but already 15 seconds off the pace of the leaders. Beier held fourth over Duncan.

While Ward continued to stay within two seconds of O'Mara by the 15-minute mark, a battle was raging over third between Kehoe and Beier with neither rider giving the other any sort of a cushion.

Ward clearly made up some of the difference in the final laps, but was seemingly unable to take his charge far enough; O'Mara held his ground, in some cases by only inches.

It appeared O'Mara and Ward would take their battle all the way to

Ron Lechien (7) led Johnson for a short time during the second moto.

David Bailey (1 lt.), Broc Glover (1 rt.) and Goat Breker (19) finished 1-2-3. Glover ended Bailey's moto win streak.

the checkered flag—and that's exactly what they did. "I was right on him heading into that last corner," Ward said later, "and I planned to scoot right under him."

But he didn't have to since O'Mara overshot the corner. "He went right off the track," Ward said, "and all that went through my mind was I had to get to the checkered flag before he did. And I did!"

The win was Ward's, and O'Mara slowly made a pivot and crossed the finish line for second. Kehoe followed through for third over Beier. Team Tamm's A.J. Whiting copped fifth over Jim Anderson.

The start of moto two held few surprises — it was O'Mara out front again with Ward taking up second less than a bike length behind. Anderson found a home in third ahead of Whiting and Suzuki Support rider Gary Bowen.

O'Mara and Ward kept their show going through lap eight, but Ward was no longer content with his runner-up position. "We were heading down a big hill in the back section of the track," said Ward. "I got a good drive coming out of the corner and O'Mara slid out just a little bit. I held it on all the way down and got past him, but he didn't let up a bit."

From that point on it was Ward in control with O'Mara struggling to recapture his lost position. Anderson had a deadlock on third over Kehoe, Whiting and Bowman.

The final two laps were uneventful as Ward maintained his lead and copped another win while O'Mara tried frantically to trim the difference, but fell a second short. Anderson topped Kehoe, Whiting and Bowman for third.

"I felt a little stronger in the second moto," Ward said, "and maybe I wore O'Mara down a little. It feels real good to win both motos. As long as I can keep putting together wins the title will be mine. The larger point lead over O'Mara will help out later in the season as he starts putting together some wins."

250cc

Yamaha's Rick Johnson has won one moto at every National this year, but had never been able to put together an overall win. On the heels of his win in the Orlando Supercross, Johnson was confident this would be his day.

"Things didn't look so good heading into the first turn," Johnson later said, "but I held my line to the inside. I held on the gas on hard and a few riders overshot the turn so I came out in third. Then I passed Tom Carson and then Mark Barnett before the end of the first lap. It felt really good to be out front."

Honda's Ron Lechien, the class point leader, was in trouble. "I was right in there, but George Holland fell in front of me and there was nowhere I could go. I was dead last, but then started to work my way to the front."

It was a smooth riding Johnson with a stranglehold on the lead through lap three. Kawasaki's Liles was on a rampage after starting mid-pack and had already disposed of Barnett to capture second with Team Yamaha's Keith Bowen running a strong fourth. Lechien careened through the field and found himself a distant fifth.

By lap seven, Liles was within a second of leader Johnson. "Liles started catching me," said Johnson, "so I thought he must have some faster lines somewhere. I held my pace and started pulling back away."

Johnson did pull away, to the tune of seven seconds in the last laps, and won over Liles. Lechien did away with Barnett, then Barnett coasted to a stop with a lap left and looked down to see what was wrong. It was later revealed the engine in Barnett's works Suzuki had inhaled a dose of sand through the air filter. Third went to Lechien over Bowen and Team Tamm's Alan King.

Between motos, Lechien's tuner, Chris Haines, installed a new set of clutch plates in the Honda RC250. "All of the hills out here are pretty tough on the clutch," Lechien said. "With all the power the bike puts out, I have to slip the clutch a lot to keep the front end on the ground."

The start of moto two was all Johnson's. "I was waiting for someone to pass me on the inside or the outside, but I just held the gas on," Johnson said. "Nobody even showed me a wheel, and I had the lead free and clear. I knew Lechien was right behind me through the first few corners."

Barnett was again near the front and was running third behind an intense Johnson/Lechien battle for the lead through the first three laps. Liles, Jim Holley and Jeff Hicks followed.

Lechien led part of lap four with Johnson back in control by lap five and the two never more than inches apart. Barnett, however, was again on the sidelines. "The rear shock shaft snapped," said Barnett. "I stayed there with the bike and watched the show for a few laps."

The Johnson/Lechien show did go on — for another five laps. Lechien would advance ever so briefly into the lead, but Johnson would strike back a second later—on the next hill, jump or berm. By lap nine, Johnson had put Lechien to rest for the final time.

"It was never really a battle," Johnson said. "I would show Lechien a wheel when he would pass me, and keep the pressure on hard and pass him right back. I knew if I kept it up he would tire out, since I feel I'm a little stronger than he is. I never thought for a second I didn't have it won."

Kawasaki's Billy Liles put in two outstanding rides finishing second overall with a 2-3 tally. He is fourth in points.

The win went to Johnson, with Lechien losing several seconds in the final laps to finish runner-up ahead of Liles, Bowen and King.

"I felt just as strong in the end as I did in the beginning of the moto," a jubilant Johnson said, still dripping from champagne after an impromptu shower. "This boosts my confidence a bunch. I was able to slow some in the last laps and was still pulling away from Lechien."

Johnson's teammate, Bowen, tied his best finish to date in a National —fourth overall. His rookie year on the team has been going well. I'm getting stronger each week," said Bowen. "I had to come from about 15th in the last moto to finish fourth, and I'm learning to ride well in the heat. I'm starting to look for my first win pretty soon."

Results

500cc: 1. David Bailey (Hon) 2-1; 2. Broc Glover (Yam) 1-2; 3. Goat Breker (Kaw) 3-3; 4. Micky Dymond (Hus) 4-5; 5. David McClain (Hon) 6-4; 6. Mickey Kessler (Hon) 5-7; 7. Tim Coombs (Yam) 10-10; 8. Mike Harnden (Hon) 12-9; 9. Mark Murphy (Yam) 17-8; 10. Steve Burdette (Yam) 11-14; 11. Donnie Cantaloupi (Hon) DNF-6; 12. Pete Snorteland (Yam) 16-11; 13. Andy Stacy (Hus) 7-DNF; 14. Tim Dohm (Yam) 14-15; 15. Scott Manning (Yam) 8-DNF; 16. David McLean (Yam) 9-21; 17. John Collins (Hon) 22-12; 18. Ron Dunfee (Yam) 21-13; 19. Tim Shephard (Yam) 13-25; 20. Roger Brown (20-16).

500cc POINT STANDINGS: 1. David Bailey (247); 2. Broc Glover (221); 3. Goat Breker (181); 4. Pete Snorteland (123); 5. (TIE) Micky Dymond/Mark Murphy (106); 7. Kenny Keylon (98); 8. Eric Eaton (97); 9. David McClain (89); 10. Scott Manning (88).

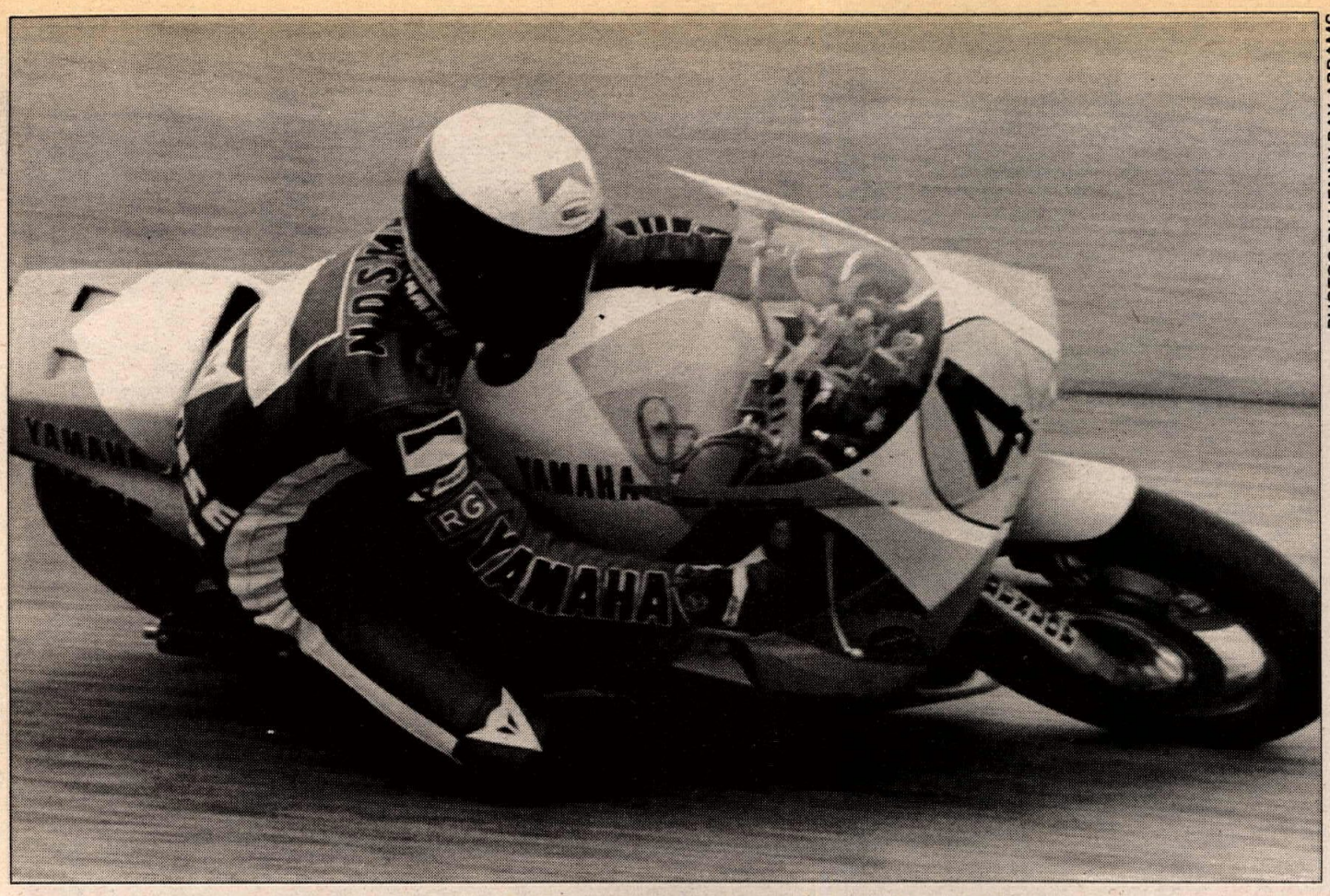
125cc: 1. Jeff Ward (Kaw) 1-1; 2. Johnny O'Mara (Hon) 2-2; 3. Erik Kehoe (Hon) 3-4; 4. Jim Anderson (Yam) 6-3; 5. A.J. Whiting (Hon) 5-5; 6. Mike Beier (Yam) 4-7; 7. Gary Bowman (Suz) 9-6; 8. Mike Duncan (Kaw) 8-8; 9. Eric Hall (Hon) 10-10; 10. Danny Storbeck (Yam) 7-13; 11. Troy Graham (Suz) 16-9; 12. Mike Crane (Kaw) 11-14; 13. Clay Hoenshell (Suz) 15-11; 14. Fred Andrews (Hon) 12-17; 15. Guy Cooper (Hon) 19-12; 16. Doug Hoover (Yam) 13-DNF; 17. Jeff Frisz (Hon) 14-28; 18. Tom Rice (Kaw) 33-15; 19. Mike McLaren (Kaw); 20. E. Vincent McMahon (Yam) 17-21.

125cc POINT STANDINGS: 1. Jeff Ward (241); 2. Johnny O'Mara (229); 3. Mike Beier (170): 4. A.J. Whiting (169); 5. Jim Anderson (108); 6. Erik Kehoe (106); 7. Danny Storbeck (102); 8. Gary Bowman (100); 9. Guy Cooper (79); 10. Eric Hall (77).

250cc: 1. Rick Johnson (Yam) 1-1; 2. Ron Lechien (Hon) 3-2; 3. Billy Liles (Kaw(2-3; 4. Keith Bowen (Yam) 4-4; 5. Alan King (Hon) 5-5; 6. John Whelchel (Hon) 6-7; 7. Kent Howerton (Kaw) 9-6; 8. Jeff Hicks (Hon) 8-8; 9. Jim Holley (Yam) 7-9; 10. Russ Wageman (Yam) 10-13; 11. Steve Johnson (Yam) 14-10; 12. Kevin Foley (Yam) 13-12; 13. Ed Arnett (Hon) 11-14; 14. Brett Rader (Hon) 12-15; 15. Tom Carson (Hon) DNF-11; 16. Dean Welsh (Hon) 15-18; 17. Greg Mayo (Suz) DNF-16; 18. Tetsumi Mitsuyasu (Yam) 16-24; 19. Dan Hafner (Yam) 23-17; 20. Don Wipf (Yam) 17-32.

250cc POINT STANDINGS: 1. Ron Lechien (204); 2. Rick Johnson (191); 3. Alan King (175); 4. Billy Liles (173); 5. Keith Bowen (151); 6. Kent Howerton (149); 7. Mark Barnett (141); 8. Jim Holley (121); 9. Jeff Hicks (99); 10. Bob Hannah (63).

AMA/BEL-RAY GRAND NATIONAL MX CHAMPIONSHIP SERIES POINT STANDINGS: 1. David Bailey (300); 2. Jeff Ward (296); 3. Johnny O'Mara (255); 4. Broc Glover (234); 5. Ron Lechien (222); 6. Rick Johnson (215); 7. Billy Liles (204); 8. Alan King (193); 9. Mark Barnett (185); 10. Goat Breker (181).

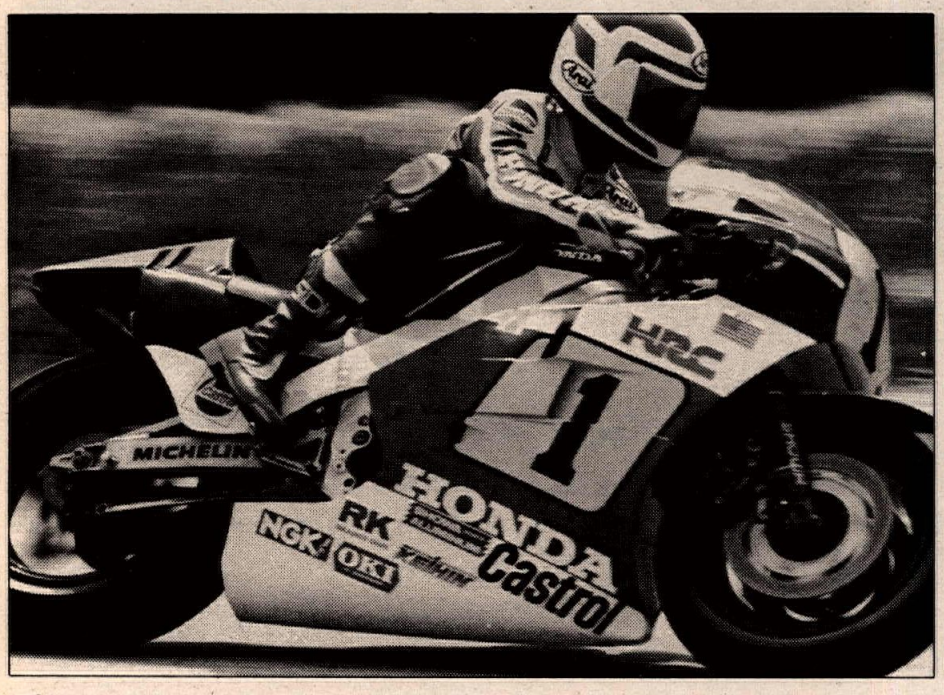


Eddie Lawson was the dominant figure at Salzburgring, notching his third Grand Prix win.

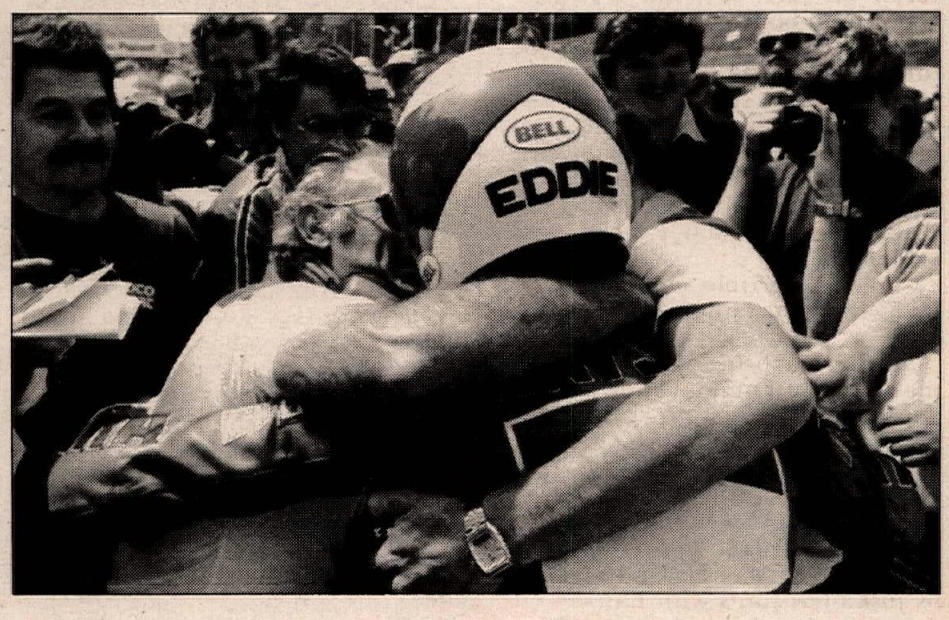
PHOTOS BY HENNY RAY ABRAMS

Wayne Rainey heads for the grid, but it wasn't his day.

Down on power, Freddie Spencer was lucky to get second when he gained 11 seconds on Randy Mamola on the final lap.



Lawson receives enthusiastic hugs from Kel Carruthers (left) and another mechanic following his big win.



World Championship Road Race Series: Round 4

Lawson beats Spencer in Austrian GP

By Henny Ray Abrams

SALZBURG, AUSTRIA, MAY 20

Team Marlboro Yamaha's Eddie Lawson strengthened his grip on the 500cc World Championship points lead with a stunning win over Honda's World Champion Freddie Spencer in the Austrian Grand Prix at Salzburgring. Lawson fought Honda privateer Randy Mamola for the lead for the first 20 laps of the 31-lap race on the 2.63-mile circuit, taking over for good at the two-thirds mark.

Mamola held an 11-second lead over Spencer going into the final lap, but claims to have seized allowing the factory rider into second for two extra championship points. The move caused speculation about team orders among the paddock insiders and the crowd of fans, but Mamola denied the accusations.

Lawson, who scored his third win of the season, now has 57 points to Honda France's Raymond Roche, sixth here, at 37, with Spencer and Mamola next having 27 and 22, respectively.

The 250cc GP was the best of the program with Sonauto Gauloise Yamaha's Christian Sarron battling Venemotos Yamaha's World Champion Carlos Lavado for the entire 75-mile race.

Sarron took the win after Lavado fell attempting to overtake him on the final lap, but the Venezuelan remounted for fifth. Second was a gift for HB Yamaha's Toni Mang with the Kobas of Spaniard Sito Pons third.

The Team Roberts Yamahas of Wayne Rainey and Alan Carter had an off day. Rainey was dead last off the grid and fell, unhurt, late in the race while running out of contention. Carter started off in the top ten, but fell back to finish 16th on an obviously underpowered machine.

Californian Dave Busby watched the race after mechanical problems with both his Kobas and Yamaha prevented him from qualifying for the 36-man field.

Easily the most brilliant weather within recent memory for a Salzburg race weekend held up over two days of qualifying and race day. Rainey, who fell in an early session and had seizure problems, bounced back to qualify third behind Sarron and Manfred Herweh on the Real Rotax. The first 11 riders all qualified on the same second with Sarron's 1:24.78 half a second off the lap record.

The field pushed away on a sunny 75-degree day in front of close to 100,000 spectators packing the hillsides of the valley-set circuit and Rainey was left behind as Herweh, Lavado and Sarron led the charge.

"I probably gave it too much throttle again," explained Rainey. "I pushed it and it just didn't start."

Lavado and Sarron moved to the front and would split the lead between themselves for the remainder of the race with Lavado leading 16 and Sarron 12 of the remaining laps. Rainey was trying to push his way through a thicket of backmarkers, but his machine wasn't competitive.

"The slower riders had faster bikes and would draft and pass me on the straights and I'd have to get back around them in the corners," said Rainey. Rainey fell when he "laid it in and lost the edge of the tire in a second gear corner. I just went straight. I don't know if the crank seized, but I know that the mechanics were worrying about it."

Lavado led the white flag lap with Sarron on his tail and Mang back in

third ahead of Pons and Guy Bertin, but Lavado lost the lead halfway through the lap. On a dangerous downhill right-hander leading to a series of slower bends, Sarron altered his line, moving slightly in and forcing Lavado to run wide. As Lavado drove around him he slid out, held onto the machine and remounted for fifth. With tire problems slowing the leaders from early in the race, it was run at a increasingly slower pace with Sarron averaging close to 110 miles-per-hour.

Qualifying in the 500cc class provided a mixed bag of surprises. Mamola, on the NS500 Honda, was listed as fastest with a 1:18.15, but admitted that he hadn't done it, although it gave him the pole. Lawson found the right combination in the final session, clocking 1:18.85 which was good for second starting position. Spencer's best time of 1:19.00 was done in the very first session with unexplained motor problems baffling the team from then on through Sunday's race.

Herron Suzuki's Rob McElnea was a surprising fourth fastest on an '82 works bike and fellow Englishman Ron Haslam put the factory three-cylinder Honda in fifth.

"We were trying some different things and the 17-inch rear tires seems to work best," said Mamola. "The three-cylinder and the Suzukis are good for this track because they have a lot of torque and you get a good drive out of the corners."

A slight wind blew through the valley on race day, but it wasn't expected to bother the 35-rider field and the temperature was ideal for tires and racing in general.

No one was surprised when the Honda triples of Mamola and Haslam jumped into the lead with Spencer, McElnea and Roche in pursuit and the Marlboro Yamahas of Virginio Ferrari and Lawson just behind.

"It was a terrible start," Lawson said. "It started, I jumped on it, and it died."

Spencer was better off, at least until the long uphill straight known for its appetite.

"When McElnea passed me on the Suzuki going up the hill on the first lap, I knew that it was going to be a long day," said Spencer.

By the fifth lap Spencer was out front leading Mamola and Haslam by just a few yards with Lawson on the tail end of the pack and McElna in fifth, where he would finish. But a lap later it was Mamola-Lawson-Haslam-Spencer and on the seventh lap Lawson-Spencer-Mamola-Haslam. McElnea had lost the draft, but was comfortably ahead of Roche.

By the ninth lap, with Mamola and Lawson running high 1:19's, Spencer was dropping off the pace and when Mamola dropped it to 1:19 flat on the 10th lap Spencer was a second and a half behind Haslam, now third and fading. McElnea was 12 seconds back.

Haslam briefly took the lead a lap later, but Lawson quickly re-asserted himself. Lawson was 11 seconds ahead of Spencer, in fourth, at the halfway point, but couldn't shake Mamola. Haslam was almost nine seconds back now and faded as the race wore on.

The race almost ended for the leaders when Mamola's Honda began pushing the front end badly and he almost lost control.

"I had to try to stay in his (Lawson's) draft and it was pushing the front tire. I went straight for the guardrail and almost jumped off. Eddie knew I was headed for the grass, but the bikes were close at the beginning and we were both stuffing each other," said Mamola.

"Randy was making mistakes and I stopped following him," Lawson said. "He tried to slow me down in the chicane and we both almost crashed. The Yamaha works better in the fast corners. I'd get him going in and he'd get me coming out."

It was about this time that Mamola remembers his bike "seizing" for the first time. "It was only pulling 10,500 where the first few laps it was as fast as the Yamahas."

Lawson said "Mamola's bike was running pretty good to be seized. I'm not saying that it didn't seize, but when my bike seizes it doesn't go that fast. It goes slower or it stops."

Spencer was closing on Haslam and brushed past him in the bends near the paddock on the 28th lap. There was no question that Haslam was racing for position when Spencer passed, but was notoriously slower in the late stages.

Lawson was cruising effortlessly now with more than 10 seconds on Mamola, who had 11 on Spencer when the Honda "seized" for the second time.

"On the last lap on the uphill it went. I turned around to look back and went off the track onto the grass in third gear. I just saved it or it would have shot me over the guardrail," said Mamola.

Spencer caught him going into the downhill on the last lap, but Mamola urged his ailing bike ahead on the downhill with Spencer taking the lead in the esses and beating Mamola to the line by 1.3 seconds. Lawson had taken the checkered flag 23 seconds earlier.

The crowd reacted with hostility, booing the Honda duo on the cool-off lap.

"I don't want to be in the position to have to get that sort of help," Spencer said. "It's not worth it. If I'm going to get beat, then that's that. I'd rather not have the points. I hope he didn't slow down intentionally to let me by because it makes us all look bad. It's just frustrating that we don't know what's wrong. The bike just wasn't making horsepower and it's a little heavy. It could be the altitude here and next week at the Nurburgring things could go perfectly. That's what's so baffling. We tried to change the way the power came on with the gearbox ratios, but it didn't work."

"He must have had problems," Lawson said of Spencer. "It seemed slow and my bike was working perfectly which made it easier. I was being careful. I can't fall down. The lead's thirty points, but we've only run four races. It's too early to predict anything."

Even so, Lawson was clearly in a class by himself when it counted late in the race and his flawless performance has more than a few people thinking championship. The cushion, although a few DNF's could evaporate it, is more than comfortable and allows him the luxury of conservatism in the final two-thirds of the season.

"Now it's time to be careful," said Lawson, "and win." •

Results

500cc: 1. Eddie Lawson (Yam); 2. Freddie Spencer (Hon); 3. Randy Mamola (Hon); 4. Ron Haslam (Hon); 5. Rob McElnea (Suz); 6. Raymond Roche (Hon); 7. Reinhold Roth (Hon); 8. Boet van Dulmen (Suz); 9. Sergio Pellandini (Suz); 10. Barry Sheene (Suz).

500cc POINT STANDINGS: 1. Lawson (57); 2. Roche (37); 3. Spencer (27); 4. Mamola (22).

250cc: 1. Christian Sarron (Yam); 2. Anton Mang (Yam); 3. Sito Pons (Kob); 4. G. Bertin (MBA); 5. Carlos Lavado (Yam); 6. L. Reggiani (Kaw); 7. Martin Wimmer (Yam); 8. J. Cornu (Yam); 9. J.F. Balde (Per); 10. S. Minich (Yam).

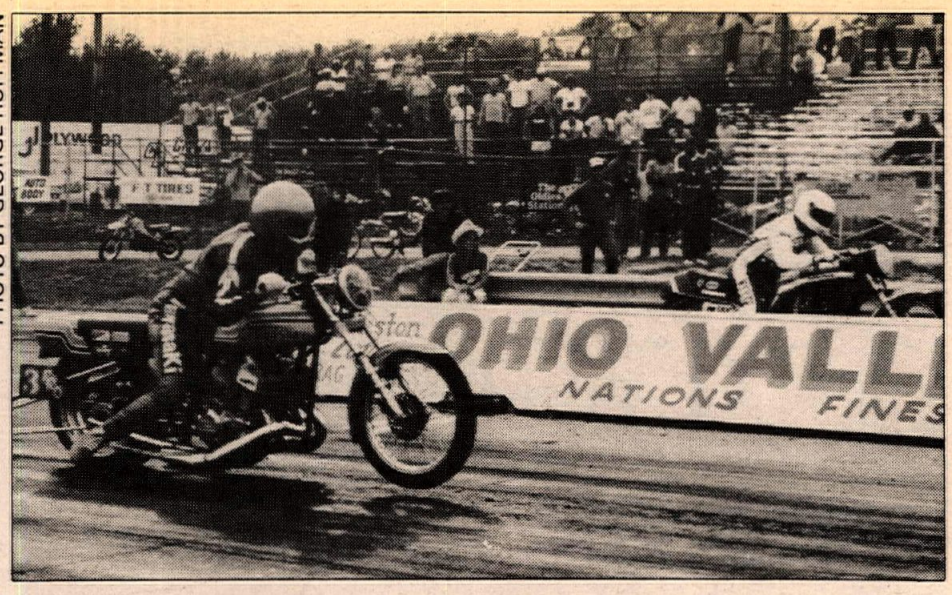
250cc POINT STANDINGS: 1. Sarron (39); 2. Pons (35); 3. Mang (23); 4. Lavado (18).

80cc: 1. Stefan Dorflinger (Zun); 2. Hubert Abold (Zun); 3. Gerhard Waibel (Rea); 4. Pier Paolo Bianchi (Cas); 5. S.J. Martinez (Der); 6. H. Spaan (Cas); 7. W. Heykoop (Cas); 8. H. Mueller (Sac); 9. Z. Matul (Zei); 10. T. Engl (Sac).

80cc POINT STANDINGS: 1. Bianchi (38); 2. Dorflinger (31); 3. Abold (30); 4. Spaan (19); 5. Waibel (16).

SIDECAR: 1. Streuer/Schieders (Yam); 2. Schwaerzel/Huber (LCR); 3. Kumand/Diehl (LCR); 4. Michel/Fresc (LCR); 5. Jones/Ayres; 6. Huegli/Schuetz (LCR); 7. Van Kempen/De Haas (Yam); 8. Van Drie/Van Dis (LCR); 9. Christinat/Fahrni (LCR); 10. Stropek/Demling (LCR).

PHOTO BY GEORGE HOFFMAN



Pro Stock winner Dave Schultz (left) meets Mike Keyte.

IDBA National Championship Series: Round 2

Kawasaki dominates at Ohio Valley

By George Hoffman

LOUISVILLE, KY, MAY 19-20

When the blue tire smoke cleared off the hills which surround Ohio Valley Dragway there were some new, but increasingly familiar names in winner's circle at the IDBA's Super Nationals. Brian Johnson came to America six months ago from England. After polishing off Elmer Trett for the Top Fuel win at Gulfport, Mississippi, in the IDBA opener and taking the win here, it looks like Johnson's here to stay.

In the other classes, some familiar names also resurfaced. The Funny Bike win went to Bernard King, who was also a class winner at Gulfport. Pro Stock went to Dave Schultz. All were Kawasaki-mounted.

Terry Vance used his Byron Hines-built 1395cc Kawasaki to set a new IDBA Pro Stock ⅛-mile mph record, turning 130.40 mph. Vance also broke the old IDBA ⅛-mile E.T. record with a 5.40-second pass, but failed to back it up when his bike bent a shift fork in the first elimination round at Ohio Valley Dragway.

For the third consecutive IDBA race, the Pro Stock field was enlarged to 32 bikes. By the time the field was whittled down to eight in the quarter-finals, seven of the eight were among the top 16 qualifiers. Terry Kizar was the outsider on a Vance & Hines-prepared Honda.

"Superbike Mike" Keyte finally got his 1260cc Suzuki dialed in after early season problems and made quick work of the ex-Vance & Hines Suzuki of Dave Sawyer. Russ Nyberg, on the C&W Kawasaki, earned his ticket to the semi while Dave Schultz pushed his Fast by Gast/Dave's Carburetors Kawasaki two-stroke triple past Barry Kogut's Regency Kawasaki. Gary Watters downed Kizer.

Keyte put Watters on the trailer while Schultz left Nyberg on the line to set up the pairing in the final. Keyte came to the starting line with a transmission that had only three good gears. When the lights changed it was Schultz all the way with a 5.51/126.93 to Keyte's losing 5.545/126.93. Schultz has two-stroked his way to the Pro Stock point lead.

Sam Wills and Johnson staged for Top Fuel on almost identical nitro-burners, the major distinguishing factor was Wills running a belt primary drive to Johnson's chain primary. On the green light, both bikes charged neck-and-neck to about the 100-foot mark. Wills' Motorcycles Unlimited Kawasaki melted the electrode off one of the spark plugs, but he still managed a 4.89-second run at 149.25 mph in losing. Johnson strolled home on his Motorcycles Unlimited Kawasaki with a 4.789/153.60 for the victory.

The Funny Bike show opened with four of the 10 qualifiers running under the National record. Bernard King, on his Black Biker magazine-sponsored injected, nitro-burning Kawasaki qualified second a few heartbeats behind Terry Kizer and his R.W. Motors/Race Design turbocharged, alcohol-injected Kawasaki. Record holder Charles Israel, on the Star Cycle/MTC/Kawasaki, was fourth behind the M&M Racing injected Kawasaki of Steve Miles. Israel's 5.051 wasn't far off Kizer's 4.973 as fast qualifier.

The quarter-finals saw the four advance to the semis. Kizer had to come from behind to pass Bob Malloy for his win while Steve Miles was nearly caught by Bobby Baker at the finish of their run. King put George Bryce on the trailer while Israel did the same to Eddie Robbins.

Miles, running at his home track, upset Kizer in the first semi. It looked like Kizer was on his way to victory when his transmission accidently shifted to third and the engine bogged. Miles didn't look back.

King and Israel put on a show in the other semi with King's 5.03/144.92 good for the win over Israel's 5.01/144.46.

The Funny Bike final proved to be no contest as Miles' bike broke a transmission halfway into the run and King went on to an easy win at 5.31/156.57 to Miles' 7.86/105.88. •

PHOTOS BY JIM BOWMAN

Mike Melton tied on points lost with Kevin Hines, but lost the enduro on tiebreaker scores.

Kevin Hines had to hustle for the Fools Gold win after he lost three points early in the event.

AMA National Enduro Championship Series: Round 4

Hines leads Husky sweep at Fools Gold

By Jim Bowman

GEORGETOWN, CA, MAY 20

Leading a Team Husqvarna sweep of the top five positions, Kevin Hines claimed his third National Enduro win in four events at the Fools Gold National Enduro. The California Enduro Riders Association hosted the event, which claimed 36 points from Hines and an equal 36 points from 1983 National Enduro Champion Mike Melton, who lost to Hines by just 62 seconds. Northern California enduro ace Dave Bertram lost 37 points on his home turf to finish third ahead of 1982 National Enduro Champion Terry Cunningham and fifth overall Husky rider Fritz Kadlec.

This event was a close one for Hines because due to a timekeeping error, he started the day by throwing away three points on the first 34-mile loop of the course. This left Bertram in the lead with Melton a close second and Hines and Cunningham in hot pursuit. O'Neal/Bel-Ray/Cycle Gear-sponsored Bertram continued to lead in points up to the second gas stop at 73 miles, but was just one second too slow at one of the final sections and picked up the one point that would separate him from Hines and Melton. Hines, who had already picked up points on Bertram and Melton by seconds in two other sections, then claimed his just reward by the uncomfortably narrow margin over Melton.

Despite the assault from the white-clad clan, however, there were other riders who gained valuable national points. Leading this list at sixth overall was the Australian entry and first overall A pilot Geoff Ballard on a factory Can-Am. Ballard was none too excited about the dust clouds on the course and is still trying to get the hang of timekeeping (they use ISDE rules in Australia), but the former motocross and Australian enduro champion is adapting fast. Of the 42 points Ballard collected, four were because of arriving too early at checks.

Seventh overall went to first 200cc AA rider Jeff Fredette on the Kawasaki Support KDX200, who finished three points behind Ballard and two points chead of local District 36 arrowchaser Jeff Henning (Hi-Point/Smith/Discount Cycles KTM). Ninth overall was claimed by Husky Support clan member Jeff Irwin (Hi-Point/Inter-Link/Sun River Cycle) and Can-Am's John Martin rounded out the top 10 after changing two flat tires and finishing on a third flat.

As the nation's top enduro riders generally appreciate an enduro that separates the riders by points rather than seconds, comments after the enduro were generally positive and centered around the individual rider's performance. Hines was disappointed with his timekeeping error, but was grateful for the win and attributed part of that to moto-doctor Jeff Spencer, who taught the injured rider how to tape his tweaked wirst during the week before the event. As with Hines, Melton was also disappointed with his performance, but was quick to point out that the point tally is still too close for point leader Hines to relax.

Leading the local riders behind Ballard in the A class was YZ250-mounted Brett Cary (second 250cc A) who dropped 53 points to edge KTM-mounted Dan Nielson (third 250cc A) by seconds. First Open A class rider Greg Ferguson accomplished a similar feat to Cary's by placing his Yamaha in a 60-point tie with Al Cleaveland, and Cary's teammate from the Hayward Motorcycle Club Walt Peterson claimed the Senior A class with a convincing 16-point lead over Frank Showers.

The only real problems that the A and AA riders found with the course were the hard-to-see orange arrows on the first loop and a wrong way marker that was on the course in the final section. Because of the wrong way marker, the last check was thrown out of the scoring for the A and AA riders, but not for the B and C class riders (the problem was corrected before they arrived). The result of all this is that, since the C class tree-dodgers were already running a different time schedule, the B class scores are not comparable to the A class scores and the C class winners have scores that are lower than the B class winners because of the easier course.

Leading the B class at the end of the day was Bill Russell, who will be promoted to the A class for his overall B class win at a National event. Russell scored 78 points to win the Open B class with an eight-point margin over first Vet B pilot Gabriel Lemos and a 15-point margin over second

NorCal rider Dave Bertram was third, only one point off the winner's pace.

Open B finisher Scott Taggart. Back 27 points from Russell was the first 250cc B rider Vance Wilson, who finished 36 points ahead of first 200cc B Robert See. Craig St. Clair claimed the Four-stroke class win with 98 points and sole Women B class entrant Kathy Tuma finished the demanding course with 253 points.

Leading the C class with a score one point lower than that of Hines and Melton was Carl Vierra, who claimed the overall C and Open C honors. As with the B class, second overall in class went to a Vet class rider who, in this case, was Vet C class winner Jan Valencia with 47 points. Ronald Benson (first Four-stroke C), John Silva (first 250cc C) and Scott Foster (first 200cc C) also had good rides, but probably didn't work as hard as the Super Senior and Women class entrants. Super Senior C class winner Dan Welch was only able to make it to 10 checks before he fell one hour off the pace (houring out ends the scoring) and Women C class victor Sue Childress pushed her 250cc Can-Am to the 12th check before the scoring for her ride ended. •

Unofficial Results

OVERALL: 1. Kevin Hines (Hus) 36.759; 2. Mike Melton (Hus) 36.821; 3. Dave Bertram (Hus) 37; 4. Terry Cunningham (Hus) 38; 5. Fritz Kadlec (Hus) 41; 6. Geoff Ballard (C-A) 42; 7. Jeff Fredette (Kaw) 45; 8. Jeff Henning (KTM) 49; 9. Jeff Irwin (Hus) 49.1066; 10. John Martin (C-A) 52; 11. Brett Cary (Yam) 53.1097; 12. Dan Nielson (KTM) 53.1162.

AA: 1. Kevin Hines (Hus); 2. Mike Melton (Hus); 3. Dave Bertram (Hus).

OVERALL A: 1. Geoff Ballard.

OPEN A: 1. Greg Ferguson (Yam); 2. Al Cleaveland (Hus); 3. Chip Howell (Hus).

250 A: 1. Geoff Ballard (C-A); 2. Brett Cary (Yam); 3. Dan Nielson (KTM).

200 A: 1. Mitch Lenz (Yam); 2. Jeff Naff (Kaw); 3. Dwayne Bansemer (Hon).

4-STROKE A: 1. John Poor Jr. (Hon); 2. Doug Chestnut (Hon); 3. Brian Jenson (Hon).

VET A: 1. Tom Jepson (Kaw); 2. Peter Prichard (Yam); 3. Wayne Hubbard (Hon).

SR A: 1. Walt Peterson (Hon); 2. Frank Showers (KTM); 3. Jerry Kramer (Hus).

SUPER SR A: 1. Dale Swanson (KTM); 2. Bob Sangalli (KTM); 3. Jesse Goldberg (KTM).

WOMEN A: 1. Kelly Motley (yam).

OVERALL B: 1. Bill Russell (Mai).

OPEN B: 1. Bill Russell (Mai); 2. Scott Taggart (Hus); 3. Eric Gustavson (Yam).

250 B: 1. Vance Wilson (Yam); 2. Mike McMurray (KTM); 3. Colen Thompson (Yam).

200 B: 1. Robert See (Yam); 2. Steven Hill (Kaw); 3. James Hoffman (Kaw).

4-STROKE B: 1. Craig St. Clair (Yam); 2. Ron Hurt (Hon); 3. Carl Henning (Hon).

VET B: 1. Gabriel Lemos (Yam); 2. Franklin Toste (Hon); 3. Frank Howe (Yam).

SR B: 1. Robert Tornai (Hus); 2. Gary Smart (Hon); 3. Douglas Behr (Hus).

SUPER SR B: 1. John Vulk (Hon); 2. Ron Sterbenk (KTM).

WOMEN B: 1. Kathy Tuma (Hon).

OVERALL C: 1. Carl Vierra (Hus).

OPEN C: 1. Carl Vierra (Hus); 2. David Raymond (Yam); 3. Bret Preble (Hon).

250 C: 1. John Silva (Yam); 2. Dan McDonald (KTM); 3. Monty Blankenship (Kaw).

200 C: 1. Scott Foster (Yam); 2. Larry Johns (Yam); 3. Mike Ryan (Hon).

4-STROKE C: 1. Ronald Benson (Kaw); 2. Bill Jenson (Hon); 3. Tom Larson (Hon).

VET C: 1. Jan Valencia (Hon); 2. Keith Little (Hus); 3. Raymond Brindos (Hon).

SR C: 1. Bruce Hallen (Hus); 2. Paul Freund (Hus); 3. Gary Robinson (Hus).

SUPER SR: 1. Dan Welch (Hus); 2. Walt Bender (C-A); 3. Dick Seigel (Yam).

WOMEN C: 1. Sue Childress (C-A); 2. Debby Levy (Yam); 3. Julie Duffek (Kaw).

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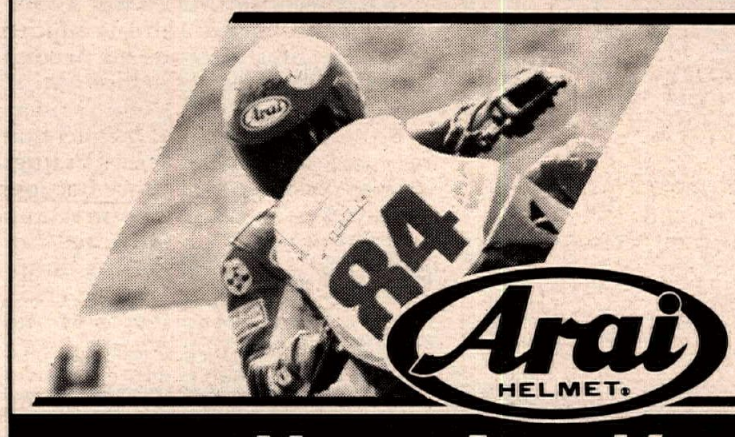

FLYIN' FRED MERKEL STAMPEDES THE FIELD AT THE SEARS POINT SUPERBIKE RACE!

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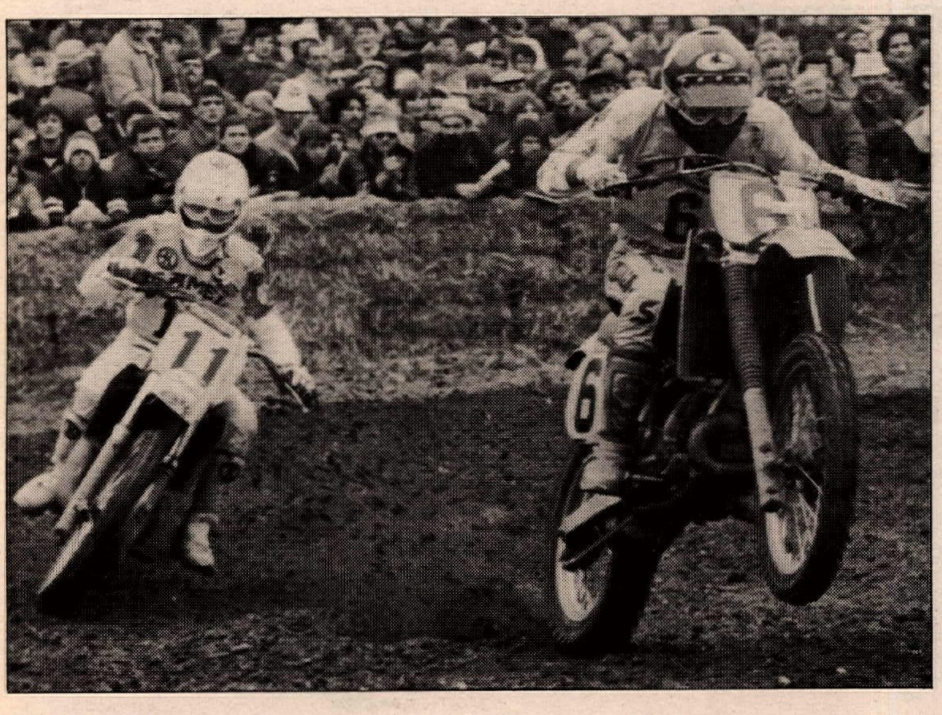
(Above) French winner Andre Malherbe leads Dave Thorpe. (Below) Fifth-place Andre Vromans (6) and fourth-place Georges Jobe.



World Championship 500cc MX Series: Round 4

Malherbe rolls on in French GP

BROU, FRANCE, MAY 13

Honda's Andre Malherbe has dialed his sights in on his third World Championship title after taking wins in both motos at the French GP at Brou, near Chartres.

The Belgian has now won five of the last six legs and looks virtually untouchable.

Only reigning champ Hakan Carlqvist looked capable of giving Malherbe a run for the money, despite riding with a broken thumb. But the Swedish iron man hit his hand on a fence while leading in the early stages of moto one and suffered a badly broken middle finger.

Carlqvist now admits his chance of retaining the crown has gone and plans to miss the next two or three rounds to make a full recovery from his injuries. That leaves Malherbe in the clear if he makes no mistakes.

And mistakes were not his line in France. He allowed fellow Belgian Honda works rider Erik Geboers to make the running for most of the first leg after Carlqvist had dropped out. But he always had him in his sights, never letting him pull more than a couple of seconds ahead and as the race moved into the closing stages Andre went by and pulled away safely to the end.

Geboers in turn came under pressure from Kawasaki's Georges Jobe, who almost took him on the last lap before being balked by a backmarker.

After running the first moto in almost identical fashion to last week's first race in Spain, Malherbe repeated last week's second race also.

Just as in Spain, Malherbe took the lead early on and allowed teammate Dave Thorpe to tag in behind. Every time the young Briton closed, however, Malherbe simply pulled out an extra couple of seconds. And when he'd finally had enough he opened up a seven second lead in two laps and the fun was over.

Thorpe held on to second as Geboers, again pressured by Jobe who had started to catch up, was third. Despite the pressure from Jobe, Geboers held third and the Honda trio again filled the top three victory rostrum places.

America's sole entrant, Yamaha's Danny LaPorte, broke a wheel in the second moto after taking his semi-works bike to sixth in race one. He immediately announced he would take no further part in the series.

"There's no point going out every week and busting my ass when I have no chance of staying with the full works bikes," said LaPorte. "I don't want to do it without 100 percent backing and Yamaha just doesn't have the money."

LaPorte and Carlqvist's absence aside, the championship has settled into a four-horse race, with only ten points covering the top four, but a gap of 43 before next man Andre Vromans. And if Malherbe keeps on his present form that's soon going to narrow down even further.

Results

1ST MOTO: 1. Andre Malherbe (Hon); 2. Erik Geboers (Hon); 3. Georges Jobe (Kaw); 4. Dave Thorpe (Hon); 5. Andre Vromans (Hon); 6. Danny LaPorte (Yam); 7. Jukka Sintonen (Hon); 8. Laurence Spence (Kaw); 9. Leif Persson (Hus); 10. Kurt Nicoll (KTM).

2ND MOTO: 1. Malherbe; 2. Thorpe; 3. Geboers; 4. Jobe; 5. Vromans; 6. Sintonen; 7. Michele Magarotto (Kaw); 8. Persson; 9. Nicoll; 10. Spence.

OVERALL: 1. Malherbe; 2. Geboers; 3. Thorpe; 4. Jobe; 5. Vromans; 6. Sintonen; 7. Persson; 8. Spence; 9. Nicoll; 10. LaPorte.

POINT STANDINGS: 1. Malherbe (129); 2. (TIE) Jobe/Thorpe (124); 4. Geboers (119); 5. Vromans (76); 6. Hakan Carlqvist (69); 7. Spence (61); 8. LaPorte (48); 9. Sintonen (41).

World Championship 250cc MX Series: Round 4

Kinigadner aces Czech Grand Prix

HOLICE, CZECHOSLOVAKIA, MAY 13

KTM's Heinz Kinigadner won both legs of the Czech 250cc MX GP to open the first visible gap at the front of the four-round old championship series.

Kinigadner's main rivals again showed the inconsistency that has become the hallmark of the series and Kinigadner has opened a 17-point lead.

Suzuki's Gert-Jan van Doorn, who holds second place in the point standings, could only manage a fourth and 12th in Czechoslovakia, while Yamaha's Jacky Vimond, third in points, again only finished one moto, picking up second place points in the opening race.

Britain's Jeremy Whatley held on to fourth place in the point standings despite crashing out of race one and aggravating a neck injury picked up in a training spill on Saturday. •

Results

1ST MOTO: 1. H. Kinigadner (KTM); 2. J. Vimond (Yam); 3. S. Taimi (Hus); 4. G. van Doorn (Suz); 5. J. Nilsson (Hon); 6. J. Laquaye (Hon); 7. L. Nyklasson (Yam); 8. A. Barozzi (Yam); 9. M. Schauble (KTM); 10. Greisch (Apr).

2ND MOTO: 1. Kinigadner; 2. Barozzi; 3. A. Viiri (KTM); 4. Schauble; 5. Nyklasson; 6. Jacky Martens (KTM); 7. K. Maehr (Hon); 8. J. Whatley (Suz); 9. Laquaye; 10. Nilsson.

POINT STANDINGS: 1. Kinigadner (110); 2. Van Doorn (93); 3. Vimond (74); 4. Whatley (73); 5. Velkeneers (67); 6. Jo Martens (46); 7. Schauble (44); 8. Laquaye (43); 9. (TIE) Nilsson/Viiri (40).

Voices

(Continued from page 4)

an interesting one and brought back many fond memories of one of the biggest racing efforts in motorcycle history.

Another subject I want to comment on is the running controversy about Eddie Lawson vs. Freddie Spencer. I hope everyone will recall that Eddie got to where he is today winning championships on under-powered and under-budgeted race bikes. He is certainly deserving of any success he has had this year.

Once racers get to a level that Eddie and Freddie are at, all you can go with are the results. After all the talk that has been going back and forth recently on whether Eddie is better than Freddie, the readers should know that in racing, championships are won on a simple formula: He who scores the most points, wins. Period.

DON EMDE
Westminster, CA

Don Emde won the Daytona 200 in 1972... Editor.

A little envy

The point of Dale Brown's May 23 article "The perils of a perfect job" is well taken. I'm sure that being a motojournalist is not as fun and glamorous as most readers have a tendency to think. However, his plea to "never envy the editors of any publication," no matter how valid, may fall on the deaf ears of many motorcyclists.

Anyone who has purchased a new motorcycle without the benefit of being able to take any test rides, or anyone who experiences motorcycling in general as a financially draining activity, is not likely to have much sympathy for an editor of a motorcycle publication who mentions the drawbacks of flying, airline food, and over-zealous security guards.

As a musician, my profession is analogous. While working steadily, I am probably the object of some envy from other musicians, both professional and amateur, who would either love the job, or would just like to play the french horn and get paid for it. My job has hassles, too, but I don't expect those people to appreciate the problems associated with my job.

Readers of motorcycle publications are appreciative of good journalism. In being appreciative, I think they should also be indulged in being a little envious of the jounalists. To me, it is not like a big company president begin envious of mailroom personnel, but rather like the amateur musician who goes to a concert. While this person enjoys the performance and appreciates the hard work and preparation that went into it, there may also be a little envy of someone who "gets to play all the time for a living."

As a motorcylist, I'm a little envious of someone who gets to ride many different and interesting motorcycles, even if it involves deadlines, airports, plastic food and other hassles. (I wouldn't want to trade jobs, mind you; I'm just a little envious.) But, I also enjoy, and appreciate the effort that goes into a good motorcycle publication.

BILL ALSUP
Los Angeles, CA

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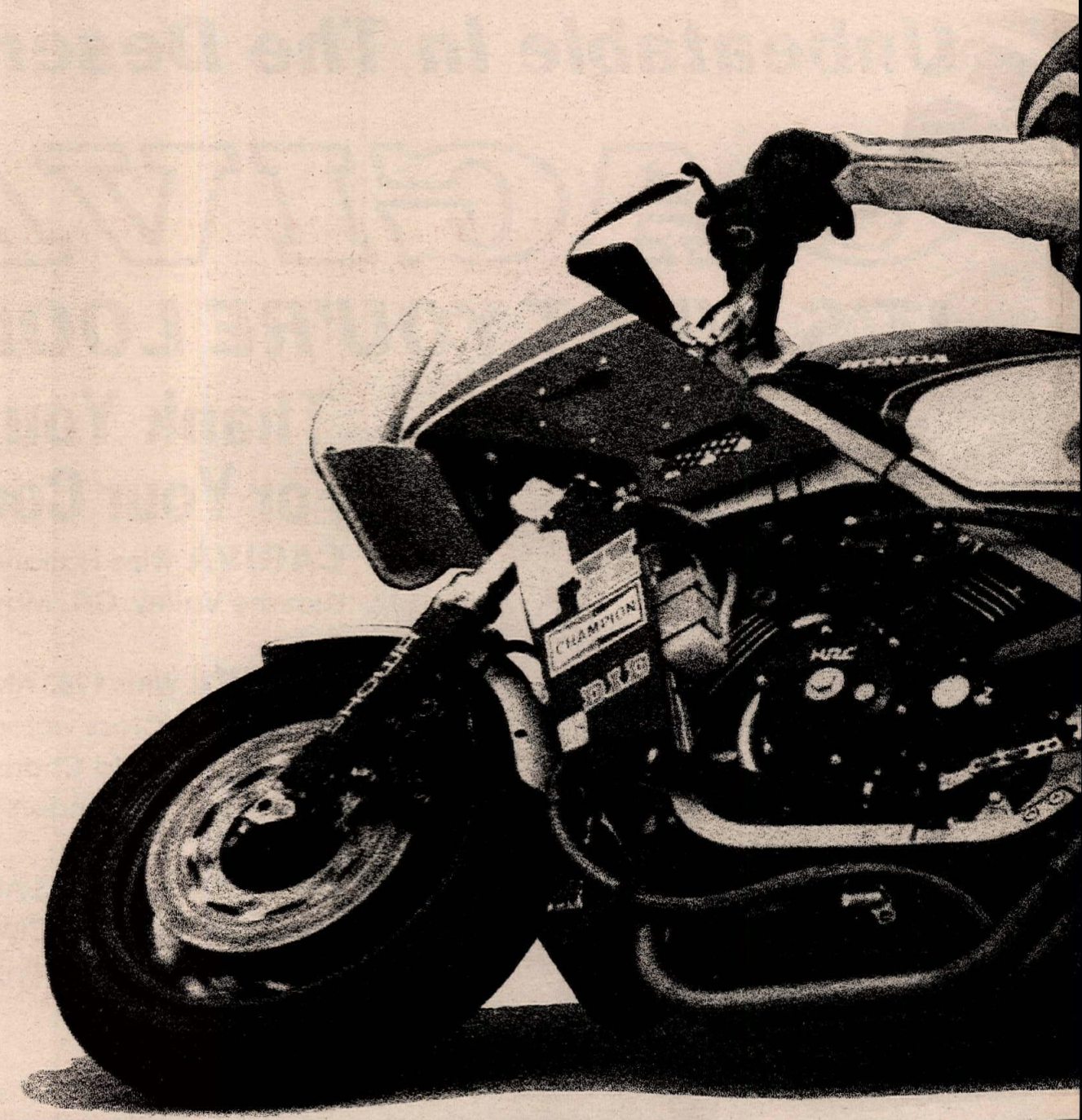
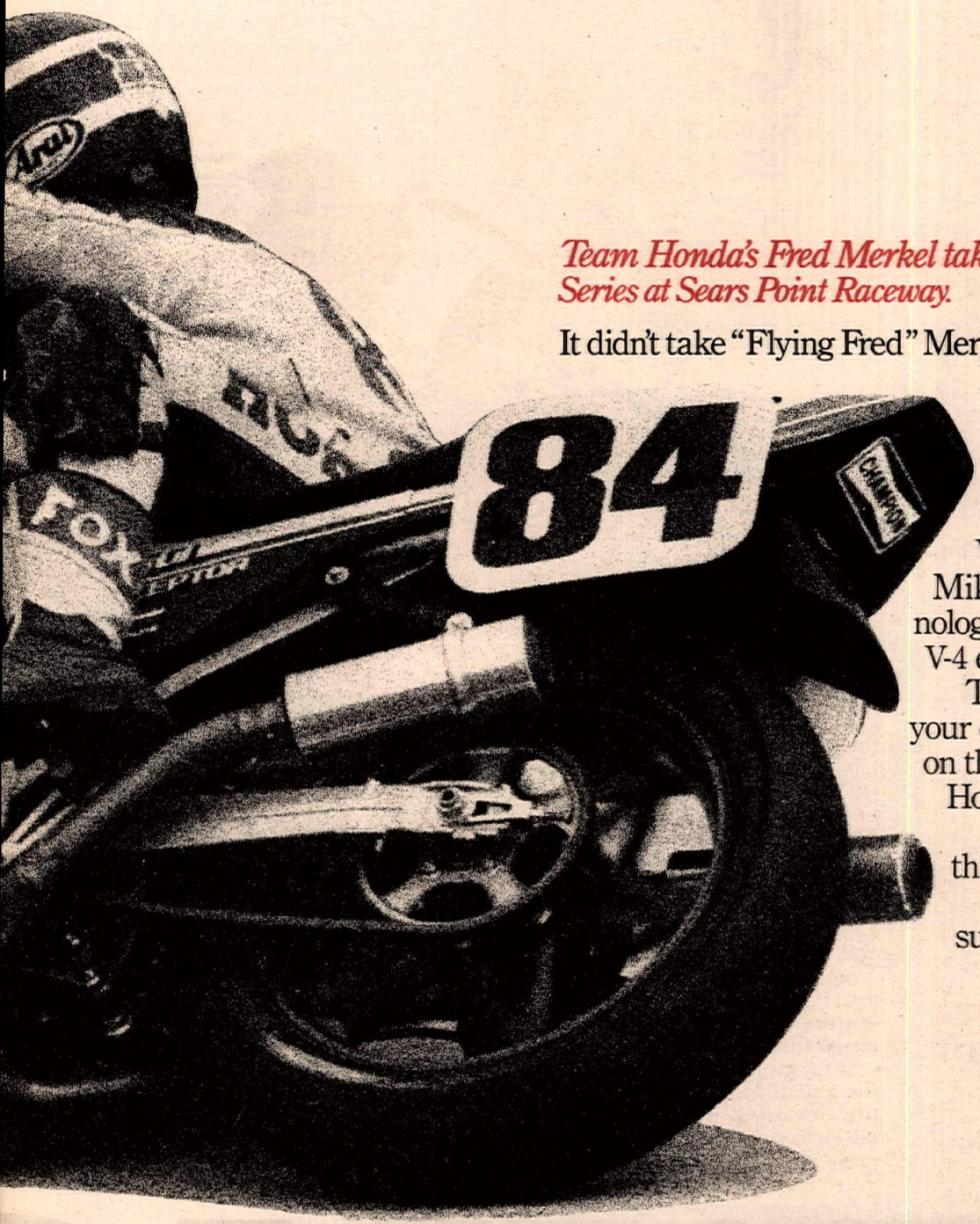


"FLYING SOARS A

ALWAYS WEAR A HELMET AND EYE PROTECTION. ©1984 American Honda Motor Co. Inc.



Team Honda's Fred Merkel takes Round 3 of the AMA Superbike Championship Series at Sears Point Raceway.

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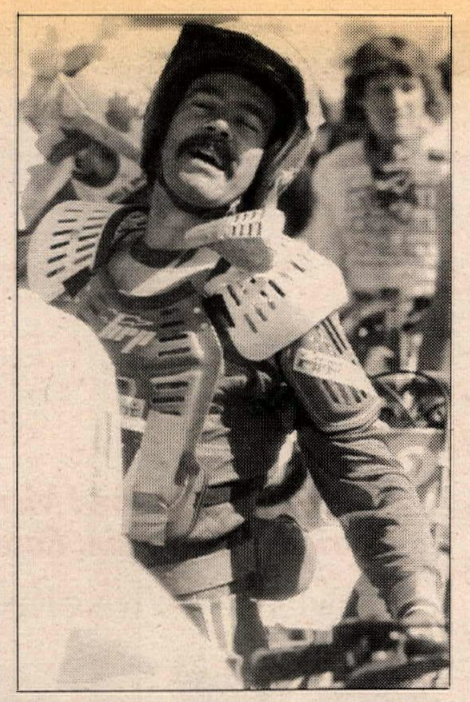
PHOTOS BY DALE BROWN AND W.H. SPENCER

Anthony Pasqualotto won the Virginia City Grand Prix, taking the lead on the final lap and winning by two minutes on time.



Despite mechanical ills, Billy "Sugar Bear" Grossi was second.

Pasqualotto proud at Virginia City GP

By W.H. Spencer

VIRGINIA CITY, NV, MAY 12-13

Las Vegas resident Tony Pasqualotto came off a fifth row start to push through the dust and claim the overall win in the 14th annual Virginia City Grand Prix. Early leader Dan Smith dropped out after completing five of the seven laps, due to stomach cramps, and handed the lead over to second-place finisher Billy "Sugar Bear" Grossi, who later suffered mechanical problems. Third overall was Eric McKenna, who was competing with a broken thumb.

In Saturday's Sportsman battle, Mark Torgeson was the only rider to complete a seventh lap, thereby receiving the victory. Dave Porter, who led most of the race, came in second, and Steve Cano was third, on a Yamaha.

Saturday

At precisely 11 am, the first of over 40 rows of riders departed south of town, and within 10 minutes, the town was quiet once again. Radio messages were abundant, and breakdown reports were quick. Word filtered through that Porter was leading through check three in front of Roger Lindsay's Kawasaki 250 and Jay Avansino's CR125 Honda.

At the completion of lap one, Porter was leading over Avansino and Tim Fitzpatrick. Lindsay lost some time because this small gas tank required a pit stop on every lap. Tim Haystad was fifth overall, while Mike Munroe pitted, giving Gary Smart sixth, and the lead in the Old Timer Novice class.

Frank Carevich was about three minutes off the pace, but was better off than his wife Lorraine, who went over a cliff and called it a day. "It's just too dusty, you can't even see the back of your front wheel," she recalled. Following Carevich were Brad Hinson, Steve Swisher and Dave Nickerson, who rounded out the top 10.

Just 43 minutes after his initial appearance, Porter returned to town, with Fitzpatrick right behind him, and Avansino a minute back. Lindsay stayed in fourth, and Smart was moving up, but was still nearly six minutes behind. John Terhorst, competing in the Vet Novice class, took over sixth on his Husky, with Bob Bush, Cano, Don Rogers Sr., and Bob Belles on the move.

Porter made it 45 minutes for his third lap, but stretched out a three minute lead over Avansino's and Fitzpatrick's 125s, while Torgeson appeared in fifth, just five minutes adrift.

Another consistent 45-minute lap kept Porter five minutes ahead of Avansino, and Fitzpatrick retired with a bruised arm. Julian Guerra decided to call it quits after losing his gas tank, shift lever, and ruining both tires. Torgeson was still five minutes back, but now in fourth.

On the fifth lap, Torgeson had cut the margin to just four minutes, and Fitzpatrick rejoined the fray. Joe Thomas, Mike McMurray and Cano were keeping within distance, but said they never could see that far, due to the dust problem.

As Porter started his sixth lap, there was just 44 minutes, 30 seconds left until the race would finish, and it would be close for him to make it under the time limit. Torgeson was still a little less than four minutes behind, but had starting position 181, and possibly had enough time to complete that seventh circuit. Avansino still held third, but was back some 15 minutes, with Hinson, Edgyed, Thomas, Lindsay and Carevich all within a minute of each other. Old Timer Novice riders Glen Davis and McMurray rounded the crew that trailed within striking distance.

At 3:30 pm, the checkered flag was ready, and 10 seconds later, Porter appeared to receive it. He went over the time limit, so had only six official laps completed. After a blistering lap, Torgeson appeared, only two minutes, 40 seconds behind Porter. The officials awarded him a seventh lap, the overall Sportsman win, and top 250cc Novice honors, all still unofficial. Cano held third, with Lindsay, Edgyed, Hinson, Thomas and Carevich all close on the clock. Avansino appears to have finished as top 125, with McMurray rounding out the unofficial top 10, on uncorrected time.

It took only about an hour to get the remaining riders in and finisher pins awarded, with lots of time for bench racing until the eight o'clock prize drawings. At the appointed hour, the club and Bob Cavakas proceeded to give away some $5000 worth of goodies.

Sunday

With the exception of #0, the first 100 numbers are reserved for the Professional class. The #0 plate was donated by R & J Cycles' Ray Hinson, with Old Timer Expert Curt McMahon, riding in the Expert Sportsman division, the recipient. A total of 62 riders then represented the group running for the $15,000 purse. The star-studded field included Smith, Grossi, Pasqualotto, McKenna, Matt Cullins, Randy Losh, Brad Lackey, Charlie Halcomb, and many more.

At the given time, 44 rows of riders left town for the start of the 14th annual event. Smith and his trusty mount led out, with Mike Scott in tow, and Cullins nursing a sputtering motor. At check three, Goober DelCarlo took over second, with Cullins still third over Scott and Bruce McDougal.

At the six-mile canyon check, Smith and DelCarlo were moving out over Cullins. Sugar Bear was moving up, along with Ken Ramsey and Craig Stair. Posse five showed Seaver in fourth, ahead of Grossi. Then, almost immediately, a radio call came into town concerning DelCarlo, who was slowing due to a problem with his grip.

Just 37 minutes, 40 seconds from the start, Smith rolled into town, and DelCarlo pitted, to rejoin nearly two minutes back, but still the top 250cc motorcycle. Scott was another full minute back in third, with Cullins fourth over Grossi and Andy Seagle. Robin Bennett of Mason City, Iowa, was eighth overall — within five minutes of Seagle — with Ron Dillon from Caldwell, Idaho, and Craig Stair in ninth and 10th.

First lap casualties included Lackey, Scot Harden, Jim Lesniewski and many others, mostly because of crashes. Pasqualotto was listed in 21st. Gary Vanderpool brought in the Dave Harris-tuned KTM for first Sportsman, just seconds in front of Scott Davis' RSD Racing Honda, the duo running 1-2 in Vet Experts. Brett Joyner led Brian Beatie for Open Junior honors. Bruce MacArthur came through for third Vet Expert, about three minutes back.

Another 38 minutes after Smith made his last appearance, he cruised into the pits for a scheduled stop, nearly five minutes up on DelCarlo, Grossi and Scott. Back another minute were Seagle and Ron Naylor, both making pit stops. Cullins was in seventh, but did not stop to pit. Stair did come in for a pit, giving up spots to Dan Nelson, Pasqualotto, McKenna and a returning Lackey. Vanderpool pitted and Davis took over the Sportsman lead, but was 15 minutes behind Smith.

Smith pitted before the start of his fourth lap, with a two-minute tire change. He rode on to a 43+ minute lap that saw Grossi close to within two minutes, with DelCarlo another minute behind, but two ticks up on Seagle and Cullins. Scott and Noell were another minute off, and Kevin Brown teamed with Ramsey and Stair for a battle. Pasqualotto pitted, while Losh and Lance Burgess went on through, followed by Lackey, who was leading Dave Bertram and Halcomb.

Smith started the fifth lap with a near three-minute lead over Grossi, who got a resounding cheer as he skated through town. McKenna moved to third, two minutes back, and Pasqualotto was also on the move. Vanderpool pitted in the Sportsman lead, but lost it as Davis whizzed by him on the street.

Smith pulled into the pits after another 42½ minute lap, got off the bike, sat in a chair, and didn't move for quite a long time. First Grossi, then McKenna — after changing his second rear wheel — went by. Smith had been suffering stomach cramps for the last two laps, accounting for his slower speeds, and felt he couldn't continue. Pasqualotto appeared in town next, on his Maico, just seconds behind McKenna.

At 2:07 pm, just 23 minutes before the checkered flag was scheduled to fly, Grossi and his Hi-Point/Moore & Sons-sponsored M-Star rolled through to start his seventh and final lap. Pasqualotto was only 40 seconds behind and pitted, but did it quickly, as McKenna rolled through 12 minutes back, but still in third.

Pasqualotto physically passed Grossi at the final check, and went on to win by only 10 seconds, but had a five-row deficit at the start, making his corrected time minutes ahead. McKenna was off the pace in third, by 10 minutes, but was happy to have finished. He said, "I had so many problems, I feel good just to be back." Losh kept up just enough pressure for fourth overall, on the same minute as McKenna. Dan Neilson, who was first 250, credited a fast pit crew for his fifth overall performance.

At the end of the day, Grossi explained his problems, "I felt the gearbox starting to have problems, and then on the last lap I had only fourth and fifth gears. Tony just rolled by me, there was nothing I could do, but we'll be back next year." •

Heinz Kinigadner

KTeaM DOUBLE CROSS

KTeaM leads two World Championships

Kees Van der Ven

Heinz Kinigadner wins the Czech 250 World Grand Prix Motocross* (1-1) and now leads the Championship. He joins Kees Van der Ven who leads the 125 World Motocross Championship after his win in the Belgian Grand Prix.

**Holice Czechoslovakia, (5/13/84)*

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PHOTOS BY DAVID LINDSTROM

Kerry Peterson gets over the big ledge to go over the hill. (Below) Mike Van Linden doesn't make it on the Shultz/Brindos 1002cc Honda.

Peterson conquers the Widowmaker

By Dorde Woodruff

SALT LAKE CITY, UT, MAY 20

Riding a nitro-burning 1500cc Harley-Davidson, Kerry Peterson was the sole rider to top the 1600-foot hill in the Widowmaker Hillclimb, as a steep ridge at the 1100-foot mark played havoc on his rivals.

Peterson's fourth Widowmaker win was played out before a crowd of 15,000 spectators watching the closest thing to a vertical quarter mile.

As usual, this year's enactment of hillclimb's annual extravaganza offered some surprises. Each year the Bees try to manage the event a little better. And they move the exact route around on the mountain to keep up the challenge and to sort out the bikes and riders. This year they also held it a month later than usual, lucking onto as close to flawless a day as you could ever hope for.

For the first time there was a Sportsman classification, to give those who want to try the famous hill with minimum commitment a chance to ride for trophies only. Traditionally wary of sandbagging by out-of-staters, the Bees limited the two Sportsman classes to Utah riders, though, just as the Novice and Amateur classes used to be. So out-of-state Beginners still had to ride Expert, but it's predicted next year that, too, will change.

The little guys in Sportsman 370cc included one an an 80, who actually got the third highest mark, and winner Kyle Larsen went to 207 feet on a Yamaha 250.

Winners in the Sportsman 371-

(Above) Steve Stith scored two wins. (Below) It's along way up Widowmaker, and a long way down.

Open class were not that far behind the Experts; Todd Braithwaite reaching 789 feet on a Yamaha 490, and Dave Jorgensen going to 647 feet on a Maico 490 (his son Steve rode just before him and got the next highest mark).

The steep hill took its toll on the small bikes of the 250cc Expert class. Todd Alter of Oregon got to an even 400 feet on his Honda 250, starting next to last in the class, always an advantage because the path on this bumpy, sage-covered hill is broken in more, especially for the smaller-displacement bikes. Jay Parmeter of Wisconsin reached 365 for a second on another Honda.

Many entrants in the 251-500cc class got well up on the hill, at least to where it begins to get even steeper, on both their first and second runs. Fourteen of the 71 entrants were in the money, led by Travis Whitlock of Provo, Utah, who got to 869 feet on a 490 Yamaha. He's only 14 but has experience and comes from a family much involved in hillclimb. Second at 852 feet on a Honda 480 was Dave Morris of Oregon, who has run at Widowmaker for seven of his 36 years. Third place, close behind at 849 feet, was Kenny Kimball, 18, a member of another Utah hillclimb family who was riding with a leg in a cast, although he was walking on crutches.

The smaller class of 501cc to Open Experts was dominated by Kimball, with a ride of 848 feet on a Triumph 750. Riders can enter a maximum of two classes. Butch Wolcott was second at 791 on a Yamaha.

As these classes were running on the south lane, the Exhibition riders had begun a few yards to the north. The route, gradually moved over through the years to a place that tops out higher and steeper, was similar to last year's in the lower half. But this time, before the lip the lane curved to the left, and then bore to the right over the hump of the hill. The part just below the lip is so steep you can't see over it from the starting line.

Riders in the so-called tire classes, all except Exhibition, run in the order of entry, but the running order for Exhibition riders is by numbers drawn out of a hat at a Bees meeting just before the event. Especially for them, with a rougher course, it's an advantage to run later on. Favorite Kerry Peterson drew out sixth, but even so his 961 feet was the best first run of the 73 entries.

Peterson, from a California hillclimb family of brothers and cousins, was supported by Maico for a couple of years. But with changes at the factory he couldn't get a committment for this year, so was picked up by Honda in February. An interesting development, since Honda hasn't been in hillclimbs.

On their first runs, none of the riders in this class got all the way up the last unvelievably steep, soft stretch above the left-hand turn to crest the lip. In order to give the smaller displacement Exhibition bikes a better chance, this year both runs of the 701cc to Open class were after the first run of the 700cc bikes, then the smaller Exhibition class' second run was the last set of the regular classes.

The sixth ride of the Open class was also a significant one, a strong try by 1981 winner Keith Roessler whose Honda's displacement was increased from 970 to 1125cc for this year. Keith got up over the lip to 1125 feet. Then, as he said later, he regretted having changed to an 1100 cam. He didn't have as much low- and mid-range, and with the leap over the bump couldn't get on it again. Just two runs later Tom Elmore of Illinois got to 1113 feet on his 1200cc Kawasaki, another of the inline fours.

With the great advances in suspension in the last few years, the spectacular Widowmaker loops and skyshots of the old days became rare, but the configuration of this section of the course made the event the most exciting visually in a long while. These runs of Roessler's and Elmore's began a long series of spectacular leaps at the lip and over the lip, with almost all the bikes bogging at the landing in the soft dirt, two-foot deep holes between the shrubs — if not in the narrow, vertical approach to the lip. Except for Peterson, who in a wild ride on his 1500cc Harley running 27th, was the one rider who was able to keep going to the top.

If more than one rider makes it over, the runs are timed, and Peterson didn't have to run the second time unless somebody beat his mark. But the second run of this class consisted of a number of the more successful bikes and riders stopping at such similar places on the lip that ranking was measured in some cases by one foot, that is, by the exact way that the bike fell. Roessler's vigorous first run was good for a second in the class, Elmore's 1103 for a third. David Turner of California, who has placed well in many climbs, followed close on Elmore's mark with his 1000cc Triumph at 1110 feet for a fourth. And another Whitlock, Steve, a competitor here for 12 years, finished fifth at 1108 on the new Yamaha 1100 he just finished perfecting after three years of development. Jim True of San Jose, California, was next at 1107 feet, on a unique YZ980 twin first raced last year, hand-built by him out of two 490s and a Honda transmission. True also uses an all-metal wheel, no tire at all. These have been tried in recent years with little success, but True's was larger and seemed to work well.

With the path made better, the 700cc and under Exhibition bikes resumed with an equally spectacular display and even closer results. Kerry's number six spot still hurt him in the second run, however, as the smaller bikes don't have the momentum

to carry them over. His 1089 was the highest mark in the class to that point, but as each bike wore the groove a little higher, the riders succeeded in going a little farther. They were so close that ties had to be decided on the basis of who had the better first ride. Steve Stith, last year's southern California number two rider, was first at 1114 feet on a 490 Maico. Ten-year Widowmaker veteran Carl Collier from Hemet, California, with a Yam 490 also got to 1114 feet for a second place, with a shorter first run. Close behind with 1113 on a Yam 490 was another Kimball, Mel Jr., well taught by Mel Sr., now retired, and then Travis Whitlock again with the same height and another Yam 490 and a very short first run.

At the end of the long day came the Miller Shootout in which any Exhibition class winner can take a run going for $1000; of the last 10 years' winners all but two were there, all entered. Stith was newly eligible by his 700cc class win. Ron Standeven with high mark in '75 was the oldest winner at 48. Peterson is a four-time winner now. Vince Bertolucci, Roessler and Jim True were also there.

Stith won this one, too, riding the big 1680 Harley built by Standeven which Stith uses in the Open class, while the older Standeven rides his Sportster-based bike there. Peterson was four feet behind Stith this time, having hit the jump even better than on his hill-topping ride, only to find his fuel injector line broken on landing.

The event was filmed by a joint venture of KSL-TV (the local Channel 5), Video West, and Shoemaker Productions, something that may well have several benefits. It means that this year's showy enactment will be on in Salt Lake in about two months; that afterwards it will be peddled to ESPN or syndicated to be shown on commercial stations all over the country; and maybe even be available on cassette. Also will be possible now to get Widowmaker onto other TV shows such as "PM Magazine" or "That's Incredible," prevented by NBC's previous exclusive. Appropriately, Don Shoemaker is a talented sports cinematographer who was involved with "On Any Sunday" which originally popularized the Widowmaker, and also with "On Any Sunday II."

Note: Peterson ought to get a trophy for number of sponsors. Besides American Honda, they are KRW Helmets, Hi-Point Racing, Nippondenso Spark Plugs, Tsubaki Chain, Cancilla Chain Tensioners, Works Performance Shocks, Fasciotti Traction Systems, JRB Engineering, Palmdale H-D (owned by Ron Standeven), and Richter Privateer, also Bing USA whose carbs work well on the Hondas. Local Wasatch Front Honda dealers were major sponsors of the event, as was Pepsi-Cola, Miller Beer, and Big Nickel Want Ads. •

Results

FIRST HILLTOPPER: 1. Kerry Peterson (H-D).

WINNER'S SHOOTOUT: 1. Steve Stith (H-D).

OPEN EXHIBITION: 1. Kerry Peterson; 2. Keith Roessler (Hon); 3. Tom Elmore (Kaw); 4. David Turner (Tri); 5. Steve Whitlock (Yam); 6. Jim True (Yam); 7. James Brindos (H-D); 8. Ron Standeven (H-D); 9. Brad Barner (H-D); 10. Don Trent (H-D); 11. Vincent Bertolucci (Tri); 12. Mike Van Lienden (Hon).

0-700 EXHIBITION: 1. Steve Stith (Mai); 2. Carl Collier (Yam); 3. Mel Kimball Jr. (Yam); 4. Travis Whitlock (Yam); 5. Val Buckmaster (Hon); 6. Mike Lane (Hon); 7. Dave Morris (Hon); 8. Dave Svenvold (Kaw); 9. Kent Argyle (Yam); 10. Rod Whitlock (Yam); 11. Chuck Peterson (Mai); 12. Tom Elmore (Kaw); 13. Terry Buckmaster (Hon); 14. Kelly Smith (Yam).

OPEN EX: 1. Kenny Kimball (Tri); 2. Butch Wolcott (Yam); 3. Ronald Hopkins (Yam); 4. Mark Cox (Yam).

251-500 EX: 1. Travis Whitlock (Yam); 2. Dave Morris (Hon); 3. Kenny Kimball (Yam); 4. Terry Buckmaster (Hon); 5. Rodney Cochran (Hon); 6. Carl Collier (Kaw); 7. Gary Waddell (Yam); 8. Mark Lenhardt (Yam); 9. Jim Munyon (Hon); 10. Gary Dillard (Yam); 11. George Sauer (Yam); 12. Val Buckmaster (Hon); 13. Butch Wolcott (Yam); 14. Kent Argyle (Yam).

OPEN SPTSMN: 1. Todd Braithwaite (Yam); 2. Dave Jorgensen (Yam).

0-370 SPTSMN: 1. Kyle Larsen (Yam).

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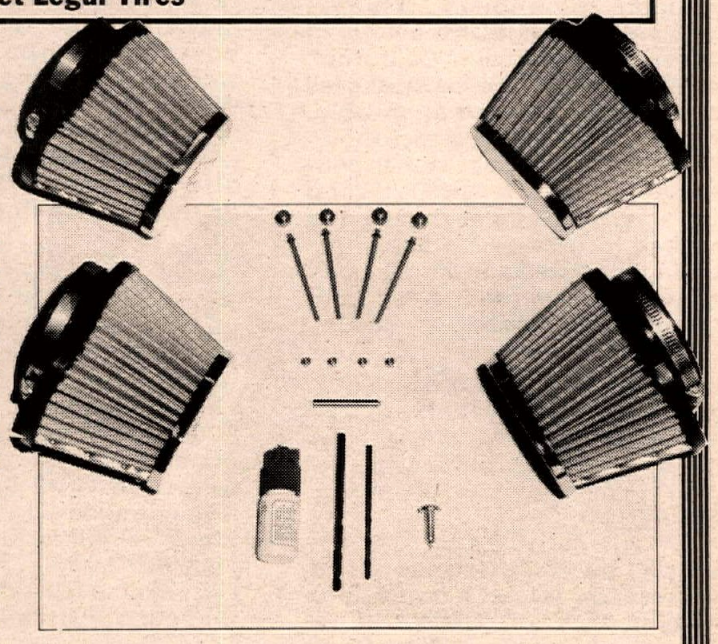

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Malcolm Smith's KEVIN HINES took the overall and the GOLD May 20th at the Fool's Gold National Enduro in Georgetown, California.

Kevin has now won 3 out of 4 of the National Enduros this year, congratulations.

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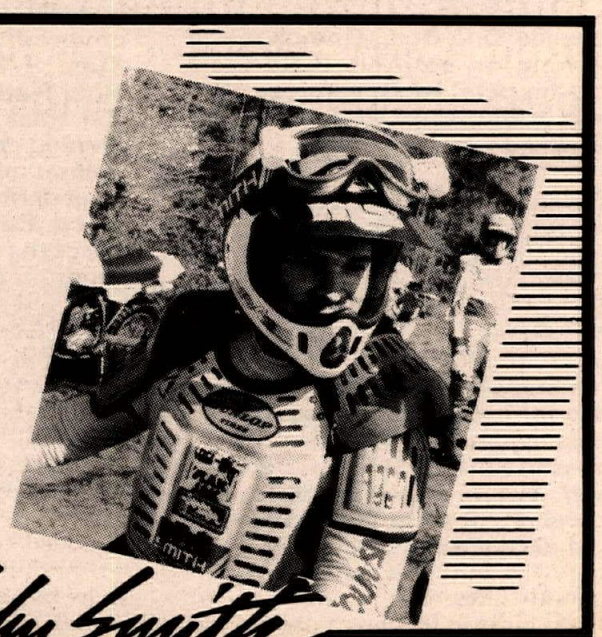

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Malcolm Smith

The Latest POOP BY PAPA WEALEY

(Continued from page 2)

The National Motorcycle Racing Association announced that its west coast dates have been dropped from the schedule, because dealings with the west coast promoter fell through. Negotiations are in process for events in Las Vegas, Palmdale, California, and Bakersfield, California, as well as other major population area. The Pomona, California race, however, is still going to be run, in conjunction with the NHRA World Finals. When a final decision is reached for this year's dates, according to spokesman Jim Skinner, we will be informed. Keep your eyes on this column.

The Pine Mountain Inn is located 22 miles north of Ojai, California on Highway 33, not at the address shown by error in an advertisement last week. For more information call 805/485-5847.

A strike by West German metalworkers has forced a halt to production of K100 BMWs in the company's Spandau, West Berlin factory. About 13,000 workers are involved in the strike, demanding 35-hour work weeks at full 40-hour wages.

Bruce Hammer, co-founder of National Endurance Champions Team Hammer, will be Grand Marshall at the Dunlop/WERA 24-hour West at Willow Springs Raceway on June 9-10. According to Dr. Bill Parkinson, WERA Chief of Operations, Hammer was asked to be Grand Marshall in recognition of his "service to our sport" in the area of racetrack safety.

Team Quester/Sullivan won in the second round of the Dunlop/WERA National Endurance Series at Mid America Raceway, near St. Louis. Riders Mike Harlow, Dave Boggess and Jerry Holm won by a lap after a race-long duel with Team Wanker.

Both 1983 Champions Team Hammer and 1982 Champions Team Cowboy boycotted the Mid America race due to track conditions. "The track's no good," said Cowboy's Ray Dysle.

Wheelie King Doug Domokos will perform on both his motorcycle and his ATC at Supercross race held in Bordeaux, France on May 30 and 31.

A Formula II (250cc) motorcycle race will be held in conjunction with the September 29-30 NASCAR event at Willow Springs Raceway. Details are available from Willow Springs, 805/256-2471.

Yamaha's big-money contingency plan for motocross privateers has been expanded to include Supercross in Buffalo, Boston and Oakland. For more information call Yamaha's Racing Department at 714/761-7300.

The Drinkwater Flats area of the Angeles National Forest near Saugus, California, has been closed to ORV use. According to the Newhall Signal, the closed area will be well-posted and patrolled by the Forest Service. For information about the action, contact the Saugus Ranger Station, 27757 Bouquet Canyon Rd., Saugus, CA 91350, or call 805/252-9710.

According to a BMW motorcycle advertisment seen in the June issue of Rider magazine and on the back cover of the Cycle magazine 1984 Street and Touring Guide, BMWs are three times as reliable as other brands because BMW's warranty is three years/unlimited mileage vs. one year warranties from Honda, Yamaha, Suzuki and Kawasaki. It sounds good, but isn't true. Kawasaki offers a 24-month/unlimited mileage warranty on the Voyager, and an optional extended warranty doubling that figure to 48 months. Honda has a 24-month/unlimited mileage warranty on the Gold Wings; Yamaha offers 24 months/limited mileage on the Venture Royale.

Husky's Kevin Hines took the overall win in the May 26-28 Trask Mountain Three-Day ISDE Qualifier at McMinneville, Oregon. Hines beat second overall and second in the Open Intent class, teammate Mike Melton, by 61 points/seconds. Third overall, first in the 250cc Intent class, was Aussie Geoff Ballard on a Can-Am. Kawasaki rider Jeff Fredette and Husky pilot Fritz Kadlec were fourth and fifth overall. The 125cc Intent class went to Husky's Mark Hyde and the Four-Stroke ranks were topped by Larry Roeseler on another Swedish machine.

Overseas, American speedway stars Lance King, Shawn Moran and Dennis Sigalos all survived separate qualifying events in their quest for the World Long Track Championship, according to the folks at Inland Motorcycle Speedway. Moran is the defending World Champ in the event. The final will be held September 16 in Herzheim, West Germany.

Jumpin' Black Flash: John Williams' weekend at Sears Point was disastrous. His Honda VF750F Superbike broke in the pits as soon as he started it; Art Chambers offered him a substitute ride on a Ducati, but Williams found it uncompetitive and parked it after two heat-race laps. On the warm-up lap for the Formula Two race, Williams was clipped by Chris Steward and crashed.

Willow Springs Raceway is holding a contest: prizes will be awarded to entrants coming closest to guessing the number of miles covered by the winner of the June 9-10 WERA/Dunlop 24-Hour National Endurance Race at the track. First prize is a set of Dunlop tires, with an Arai Astro helmet going to second place and a set of Moto-X Fox gloves to third place. Entry forms will be available at the track the weekend of the race.

The WERA/Dunlop National Championship Endurance Road Racing Series has been cut to 11 events with the cancellation of the September 1 round at Woodbine, New Jersey. Construction delays due to weather have altered the schedule for completion of the track. At the request of competing teams, the maximum number of events counted for the championship has been reduced to eight, including one of the two 24-hour races scheduled. •

Alcohol in gas seizes two-strokes

By Dale Brown

Spectro Oils president Robert Wehman has predicted potential trouble for two-stroke owners who use pre-mix as a result of alcohol mixed into commercially available gasoline.

According to Wehman, the problem is not so much with "gasohol" (a blend of gasoline and 10% ethyl alcohol or ethanol) because it is usually labled and sold as such.

The problem is with unmarked blends of gasoline and 3-8% methyl alcohol or methanol. Wehman said that in the case of both ethanol and methanol, as little as .5% water in the gas/oil mix will cause a chemical separation, with the water and alcohol settling to the bottom of the tank and the gas/oil mix stratifying above it. As a result, a two-stroke engine may be operated for some time with no lubrication at all, causing the total seizure of "the crankshaft, big-end bearings and piston."

"The advantages of methanol are very large in the eyes of the oil companies," said Wehman. "First of all, it costs as little as 50 cents a gallon to produce. It can be made from both natural gas and coal, so you can put unemployed coal miners back to work. Methanol raises octane and lowers both emissions and acid rain."

Many states prohibit methanol blends, and many oil companies refuse to say whether or not they use methanol, according to Wehman, who queried several oil companies on the issue. Only Arco admitted using methanol, and Exxon and Shell both denied using it, the former saying, "We do not use methanol and will not exchange product with anybody who does."

The problem cannot be tied to a single oil company across the country, however, since ethanol/methanol blends are only marketed regionally. Spectro cited seizure problems in the San Diego, California, area, as well as lower Michigan, Ohio and Georgia.

In meeting with the press, Wehman prepared a demonstration on the effects of water and alcohol on a gas/oil mix. In the case of both ethanol and methanol, there was a visible separation evident in the demonstration beakers, even just seconds after they had been vigorously shaken.

Neither ethanol or methanol have an effect on the solubility of oil in gas if there is no water present. However, water is often present in gas station storage tanks. Gas stored in humid conditions, either in the tank of the motorcycle or a can, can pick up water through condensation. And, according to Spectro, "Methanol and ethanol are hygroscopic, and absorb water when exposed to humid air."

Wehman said that test results were the same for both petroleum-based and synthetic lubricants, but admitted that castor-based oils had not been tested.

This problem potential affects only those two-strokes that use a gas/oil pre-mix. Two-strokes with oil injection, where the gas and oil are mixed in the crankcase just prior to combustion, don't have to worry.

Another side to the methanol/ethanol controversy encompasses all motorized vehicles. According to AutoWeek, only General Motors has approved methanol blends for its vehicles. Chrysler, on the other hand, has gone so far as to say that use of methanol blends could void the warranty on its products. Honda and BMW, the only manufacturers who produce both cars and motorcycles, do not recommend either methanol blends or gasohol. Allegedly, methanol is very rough on seals, among other things.

Wehman said that the only way riders could check to see if there is methanol or ethanol in gas is to take a small sample, add oil, and then a drop or so of water to see if there is any separation. If in doubt, don't use the gas.

At least one other lubricant company has noted this problem. Danny Hopkins of Duralube said, "We've seen enough seized engines to agree that there is a problem. We agree with the information Sprectro presented. We're having a meeting with our major suppliers on Monday (May 21) to discuss it." Hopkins also said he had seen seized motors with "an abnormal fuel/oil residue in the lower cases." •

Snively honored by CHP

Snell Memorial Foundation founder Dr. George Snively, was posthumously awarded the California Highway Patrol Memorial Award.

California Highway Patrol Commissioner James E. Smith recently presented the award to Snively's widow, Dr. Suzanne Snively in Sacramento. Snively died of a heart attack last year at age 62.

Commissioner Smith said the award was a "tribute to the efforts of Dr. George Snively and his colleagues at the Snell Foundation for their unrelenting search for the perfect motorcycle helmet, and his steadfast support of California Highway Patrol safety objectives."

As a result of the pioneering efforts in head-gear safety by the Snell Foundation and Snively, Commissioner Smith stated that "the California Highway Patrol has in almost 10 years and 50 million miles of highway coverage of the state, reduced to zero the fatalities of its motorcycle patrolmen."

Dr. C. O. Chichester, a life-long colleague, collaborator and co-founder with Snively of the Snell Memorial Foundation, expressed his appreciation in behalf of the Board of Directors of the Snell Memorial Foundation.

Helmet safety standards, Dr. Chichester said, started in earnest in the United States when 24-year-old amateur race car driver William "Pete" Snell died in a crash in 1957, in Arcadia, California, of head injuries, because of a faulty helmet. A great determination evolved by his family and friends to eliminate such injuries. This excited the interest of scientists, physicians and engineers who themselves were enthusiasts of the demanding sport of racing cars and motorcycles. Among them was Snively, then Director of Medical Services at the Sacramento County Hospital and later Chairman of the Department of Family Practice at the School of Medicine at the University of California at Davis.

In addition to his helmet studies, Dr. Snively's affiliation with the CHP started in 1964 as a member of a multidisciplinary accident team. The team investigated 100 fatal accidents to determine the cause of injuries in single vehicle accidents. From this cause-and-effect research evolved the standards now in effect by helmet manufacturers. •

AMA/Hi-Point National Championship Hare Scrambles Series: Round 5

Big Bear win to Hyde

By C.J. Coombs

BRUCETON MILLS, WV, MAY 20

Mark Hyde, after 70 miles of flat out racing, edged Eddie Lojak for the overall win in the Big Bear National by 30 seconds. Hyde, riding a Husqvarna 500 Automatic, and Lojak, aboard a Husky 250, battled for most of the race.

After last year's snowstorm, many felt the rider turnout at this year's event would be slim to none. However, nearly 250 "never say die" hare scramblers took part in the Wiseco/Hi-Point-sponsored event.

The classes were started in one minute intervals, with all the experts leaving at once from the dead engine (but on the bike) start. Lojak grabbed the lead, but relinquished it to Hyde at the five-mile "Big Nasty" hillclimb. Hyde took a smoother line up the one-quarter-mile climb which put him in front at the top.

At the end of lap one Hyde led Lojak by one second. Gary Johnston, Barry Jeffries and Kevin Brown rounded out the top five.

On lap three, Lojak took the lead as Hyde made his first pit stop. Hyde got going 30 seconds later, and Kevin Brown moved into third, just four minutes behind Lojak.

On lap four, Lojak pitted and Hyde took over the lead once more with Lojak just eight seconds down.

Lap five saw no change in the top eight overall. Lambert had made time, putting him right on Maltba's rear tire. Lojak was 19 seconds behind Hyde and charging.

Lap six was the highlight of the afternoon for all the people in the pits. Tim Cotter, the announcer, had been keeping everyone updated on what was happening out on the course with radio contact to the outpost scorers. Hyde was coming in just 10 seconds ahead of Lojak and was going to have to make a pit stop while Lojak didn't have to stop. A crowd gathered around Hyde's pit area to see the crew in action. As Hyde exited the woods and headed down the straightaway to the pit area he was removing his gas cap with his clutch hand. Lojak was now in sight at the other end of the straight and his pit crew was cheering him on. As Hyde slid to a stop he had the gas cap off, his dad dumped one gallon of gas in the tank, and Hyde was off in less than five seconds. He and Lojak slid up to the barrels at almost the same time with Hyde getting out first.

For the next five miles they raced so close you couldn't have placed a dime between Hyde's rear wheel and Lojak's front. When they exited the pine section and started up the hillclimb a roar was heard from the some 300 fans as Lojak took an outside line to make his pass. There were two lines up the hill and after the crest the trail went back into a single track so Lojak knew he had to make his move then. The wall of spectators opened up to let the two Husky riders through. Hyde banked off the jump first and held the lead. The track from there to the finish was tight and nasty. Lojak tried everything possible to pick up time on Hyde, but his alternate lines seemed to get him into more and more trouble. Hyde won by 30 seconds. ●

PHOTO BY C.J. COOMBS

Mark Hyde took a thriller from Ed Lojak to win Big Bear.

Results

OVERALL: 1. Mark Hyde (Hus).

OPEN A: 1. Mark Hyde (Hus); 2. Gary Johnston (Hus); 3. Paul Michaels (Hus); 4. Jeff Bonasera (Yam); 5. Rob Toole (KTM).

250cc A: 1. Eddie Lojak (Hus); 2. Kevin Brown (C-A); 3. Carl Altier (C-A); 4. Rick Michael (KTM); 5. Rod Bush (KTM).

200cc A: 1. James Maltba (Yam); 2. Mark Lambert (Yam); 3. Edward Morra (Yam); 4. Pat Flynn (Yam); 5. Gary Klassen (C-A).

125cc A: 1. Barry Jeffries (KTM); 2. Roger Reid (KTM); 3. Kevin Allen (KTM); 4. Bobby Thomas (KTM); 5. Rick Rueske (Yam).

4-STROKE: 1. Carey Stump (C-A); 2. Scott Wolfersberger (Hon); 3. W. Kirk Hayes (Hon); 4. Gary Bock (Hon); 5. Robert Ruby (Hon).

SR A: 1. Barry Higgins (KTM); 2. Dave Coombs (Yam); 3. Richard Karr (Kaw); 4. Ralph Siebe (Mai); 5. Thomas Baily (KTM).

SUPER SR: 1. Jeff Smith (C-A); 2. Buddy Norton (Yam); 3. Johnny Lee (Kaw); 4. Lweis Beattie (Suz); 5. Bill Hartsell (Hon).

OPEN B: 1. Mike Bruffey (KTM); 2. Randy Mansberger (KTM); 3. Adam Cadle (Yam); 4. Mark Hunt (Hon); 5. John Campbell (KTM).

250cc B: 1. Steve Evans (Hon); 2. Buddy Norton (Yam); 3. Forrest Stark (Yam); 4. Thomas Marchese (Hus); 5. David Coleman (Hon).

200cc B: 1. Tim Pickett (Yam); 2. Chris Catanzarite (Kaw); 3. David Fallas (Cag); 4. Mark Siford (Yam); 5. Paul Suppa (KTM).

SR B: 1. William Harrington (KTM); 2. Randall Hall (KTM); 3. Richard Scott (Suz); 4. Harold Kinlaw (Yam); 5. Ned Greeneltch (KTM).

JR: 1. Marty Strouse (Hus); 2. James Seibert (Yam); 3. Warren McCrory (Hon); 4. Larry Frueh (KTM); 5. Dean Varndell (Hus).

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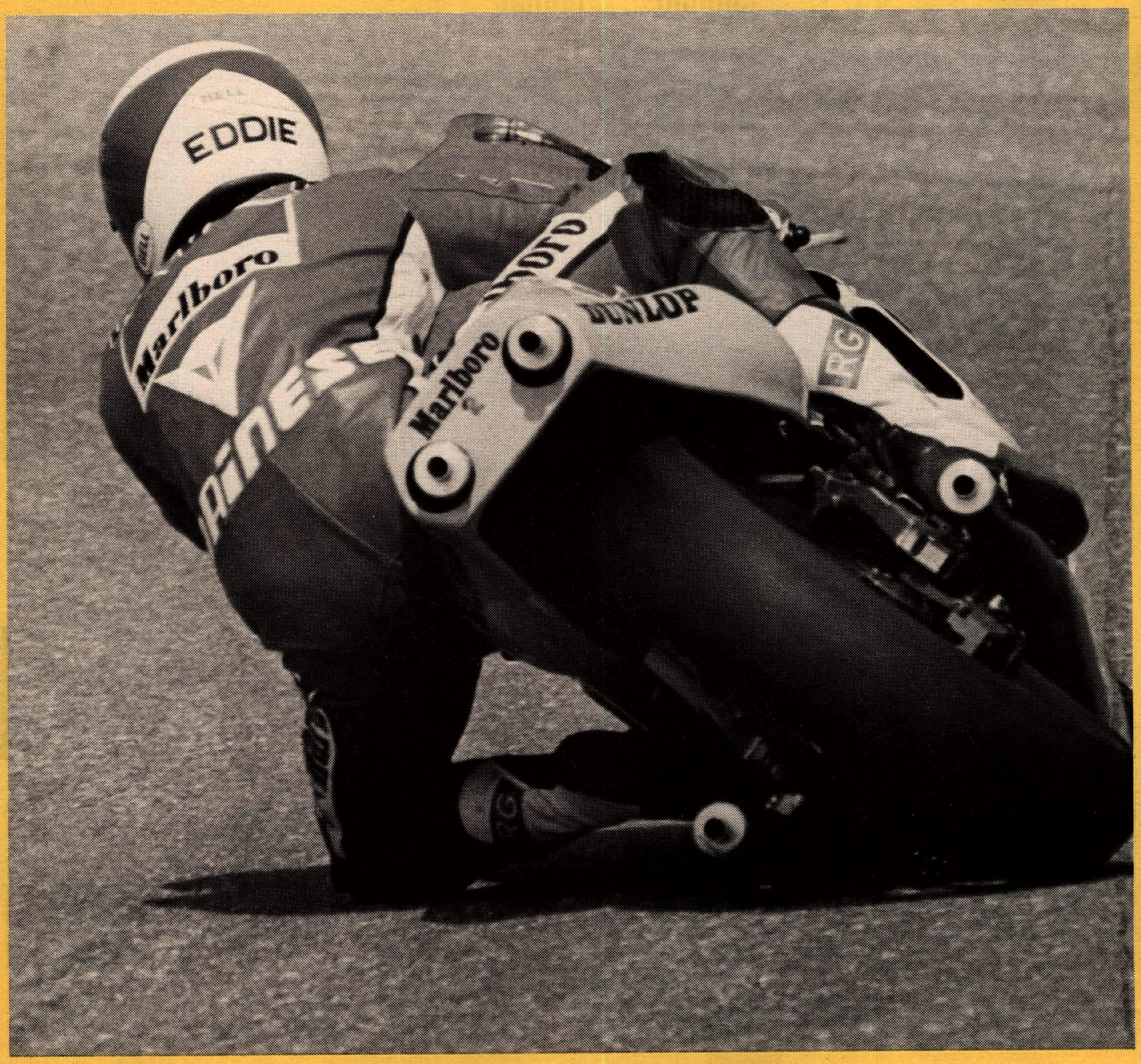

Eddie Lawson has already developed a following this year. To wit:

S. African Grand Prix	1	Eddie Lawson
Italian Grand Prix	2	Eddie Lawson
Spanish Grand Prix	1	Eddie Lawson
Austrian Grand Prix	1	Eddie Lawson

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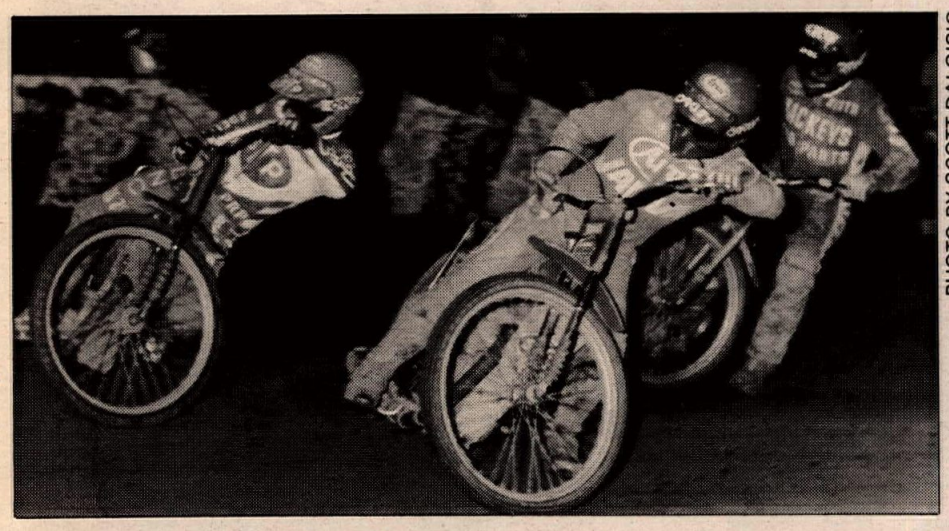

PHOTO BY SCOTT DALOISIO

Kelly Moran (left) and Dubb Ferrell duel at IMS.

Moran, Christian tops at Costa Mesa Speedway

By Scott Daloisio

COSTA MESA, CA, MAY 24

It was a big night for STP as their main riders took the main events on "Fox Night" at the Orange County Fairgrounds. Kelly Moran won an amazing fifth main event in four nights by taking the Scratch affair while Alan Christian took the win in the hair-raising Handicap main.

In the Scratch main Mike Curoso took the gate and went into turn one in a three abreast battle with Moran and Mike Faria. Faria quickly took himself out of contention when he took a soil sample while Moran (STP/Arai/Oakley/UNO/Kal-Gard Gdn) moved into his accustomed position when he zipped by Curoso on the back chute. The "Chrisco Kid," Keith Chrisco, racing at Costa Mesa for the first time since coming out of retirement, passed Curoso on the second circuit for the number two spot. By that time it was far too late to catch Moran, who took the win by nine lengths. Chrisco sped home in second followed by Curoso and Faria who finished one lap down.

Moran's hopes of taking six mains in one week ended quickly in the Handicap affair as he went down in the first bend. John Foster, now aboard a Weslake, moved to the early lead followed by Mike Mazzacane and Craig Schaefer. Christian (STP/First National Monetary/Hi-Point/PBI/Bell Gdn) and Chrisco, who was giving a fine account of himself, sandwiched Schaefer to take third and fourth on lap three. Christian then roared by Mazzacane for third one lap later with Chrisco following right on his tail. Over the final circuit, Christian ran down Foster's lead and pulled along the inside coming out of turn four. The "red-leathered" rider got the drive on the inside and wheelied across the line in a near dead heat. After a few seconds of deliberation, the judges awarded the win to Christian, much to the delight of the crowd.

After running down a corner flagman on the first attempt to run the Second Division main, Ronnie Correy came back to take his first main event of the year. Correy managed to run the trackside worker over when Steve Murray was hit while doing a wheelie down the back chute on lap one. The entire field scrambled heading into different directions. Unfortunately Correy's direction was right over the worker, but like all of the riders, he was ready to make the restart even though he was now sporting a large bandage on his right arm.

Correy hopped out front from the 10 chased by Mike Golightly. Bob Ott quickly replaced Golightly in the second-place spot but he was unable to close the gap and finished two lengths back at the checkered. Moose Kennedy ended up third.

Results

SCRATCH MAIN: 1. Kelly Moran (Gdn); 2. Keith Chrisco (Jaw); 3. Mike Curoso (Wes); 4. Mike Faria (Wes).

HANDICAP: 1. Alan Christian (Gdn); 2. John Foster (Wes); 3. Keith Chrisco (Gdn); 4. Mike Mazzacane (Jaw); 5. Craig Schafer (Jaw). 6. Kelly Moran (Gdn).

SECOND DIV: 1. Ronnie Correy (Jaw); 2. Bob Ott (Wes); 3. Moose Kennedy (Jaw); 4. Andy Northrup (Wes); 5. Mike Golightly (Mae); 6. Steve Murray (Jaw).

THIRD DIV: 1. Dave Hancock (Jaw); 2. Don Butler (Jaw); 3. Wayne Talkington (Gdn); 4. Marty Van Blargen (Jaw); 5. Steve Leonhart (Jaw); 6. Lou Kreisberg (Jaw).

MATCH RACE: 1. Kelly Moran def. Brad Oxley.

Moran 5 of 6 again at IMS

By Scott Daloisio

SAN BERNARDINO, CA, MAY 23

This is beginning to sound a little bit old but Kelly Moran raced the STP/Arai/Oakley/UNO/Kal-Gard Godden to five wins in six races, including both main events at John LaDouceur's Inland Motorcycle Speedway. The night was also marked by the return of all-time IMS favorite Jim "The Animal" Fishback.

After winning his Scratch heat and semi rather convincingly, Moran drew gate two for the main event. Mike Curoso drew gate one, but he was outmaneuvered into the first corner by the defending National Champion. Curoso then surprised Moran when he went by in turn two. "Dangerous Dubb" Ferrell, fresh off his win at Long Beach, ducked inside both of them and took the lead on the back chute. Curoso then pulled back by in turn three and started to go down as he was exiting turn four, directly in the path of Moran. Moran had no alternative and he nailed Curoso but he amazingly stayed upright. Ferrell was back into first but Moran was hot on his tail. It took a lap and a half but the pint-sized superstar was back in front and he streaked to an eight-length victory. Ferrell hung on for second followed by Gene Woods and the remounted Curoso.

Moran actually lost one race on the night. Really. It was his first ride and it was a Handicap heat won by Mike Mazzacane. Unfortunately for the competition it was his last loss. After a red flag on the first attempt, Andy Northrup took the lead in the main from the 20-yard line over Mike Mazzacane and Dave DeTemple. DeTemple was charging on the outside when he bit the dust on lap two. This opened up a path for Moran, who slipped by the outside of Mazzacane for second on lap three. He quickly ran down Northrup and moved inside the Ontario resident as they entered turn three. Northrup went wide, did a spectacular wheelie that he somehow controlled, while he watched Moran take the white flag. As was the case in the Scratch main, once out front Moran rode away from the pack to the checkered. Northrup hung on for a well earned second with Mazzacane third.

Results

SCRATCH MAIN: 1. Kelly Moran (Gdn); 2. Dubb Ferrell (Jaw); 3. Gene Woods (Gdn); 4. Mike Curoso (Wes).

HANDICAP: 1. Kelly Moran (Gdn); 2. Andy Northrup (Wes); 3. Mike Mazzacane (Jaw); 4. Mike Faria (Wes); 5. Dave DeTemple (Jaw); 6. Tom Walton (Jaw).

SEC DIV: 1. Mike Golightly (Mae); 2. Bob Ott (Wes); 3. Pat Hawley (Gdn); 4. Randy Blevins (Gdn); 5. Trace Willis (Wes); 6. Tim McCasland (Wes).

THIRD DIV: 1. Bobby Tocco (Wes); 2. Doug Bowers (Jaw); 3. Brian Speakes (Jaw); 4. Doug Benjamin (Wes); 5. Rich Sweaney (Jaw); 6. Ken Bidney (Jaw).

JR: 1. Jayme Finch; 2. Jessee Finch; 3. Jordan Duncan; 4. Gijo Dowd; 5. Greg Hancock; 6. Kelcey Gordon.

Three for Faria at Fremont

By Ronnie Allyn

FREMONT, CA, MAY 25

David Faria Jr. notched his third AMA Scratch main event win in a row, and John Volk scored his first Handicap feature victory in Thursday night's weekly AMA Speedway races at Baylands Raceway Park.

"I just love to go fast" said Faria after the victory on the Richmond Yamaha/Bob Angess Leathers/Oakley Jawa. "I just saved myself for the Scratch main".

It wasn't an easy win for Faria, with Duane Yarrow breaking first out of the gate and leading the opening round. Faria tried him high, then moved under Yarrow coming off the fourth turn on lap two and took the lead, pulling away to win over Tom Ferris and Paul Orlandi, as Yarrow dropped out on the final lap.

For the 23-year-old Volk it was his biggest win to date. Wearing his new red and white leathers, he put his Sierra M/C Products, Hi-Point Racing, Team Vooch, Jawa into the lead on the third lap of the Handicap final and pulled out all the stops to take the win over a fast closing Rocky Robinson. Yarrow took third, with Faria fourth, Greg Martz fifth and Robert "Kid" Curry sixth.

Results

SCRATCH MAIN: 1. David Faria Jr. (Jaw); 2. Tom Ferris (Wes); 3. Paul Orlandi (Wes); 4. Duane Yarrow (Wes).

HANDICAP MAIN: 1. John Volk (Jaw); 2. Rocky Robinson (Jaw); 3. Duane Yarrow (Wes); 4. David Faria Jr. (Jaw); 5. Greg Martz (Jaw); 6. Robert "Kid" Curry (Jaw).

SEC DIV: 1. Dana Perri (Jaw); 2. Billy Scott (Wes); 3. Mark Zeissler (Jaw); 4. Perry Sherman (Jaw).

THIRD DIV: 1. Stuart McDaniel (Jaw); 2. John Hagerty (Jaw); 3. Mike Solis (Jaw); 4. Scott McNeil (Jaw); 5. Bryan Henrikson (Jaw).

Yarrow barrels to Turlock win

By Ronnie Allyn

TURLOCK, CA, MAY 22

The second night of AMA Speedway racing at the Stanislaus County Fairgrounds saw Duane Yarrow top the Scratch final and Harlan Bast Jr. take the Handicap feature for the second week in a row in the weekly Tuesday night event.

Coming out of the number two starting slot. Yarrow backed his Snooky Owen Weslake into the first turn first, and stayed there all the way to take the Scratch feature victory. David Faria, who started from the inside front row, finished second on a Jawa with Tom Ferris third on the Peterich Cycle/PJ1 Weslake. Fourth went to Pat Linn on a Weslake.

In the Handicap main it was 20-year veteran Harlen Bast Sr., moving out front from the zero-yard line. The senior member of the Bast clan led the opening lap, but son Harlan Bast Jr. slid under his father on the third round and pulled away to take his second-consecutive Handicap final.

Rocky Robinson made a late-race charge to take second on the fourth lap and hold it to the wire. Ferris came from fifth to third in an excellent last-lap bid, while Bart Bast finished fourth, Mike Parsons took fifth and Harlen Bast Sr. came home sixth.

Making his first start in second Division, Rodney Sullivan led from flag to flag to take the win on his new Weslake. Sullivan led another former AMA Class C flattracker, Billy Scott, to the checkered. Mark Zeissler finished third.

Results

SCRATCH MAIN: 1. Duane Yarrow (Wes); 2. David Faria (Jaw); 3. Tom Ferris (Wes); 4. Pat Linn (Wes).

HANDICAP MAIN: 1. Harlen Bast Jr. (Jaw); 2. Rocky Robinson (Jaw); 3. Tom Ferris (Wes); 4. Bart Bast (Gdn); 5. Mike Parsons (Jaw); 6. Harlen Bast Sr. (Jaw).

Bast returns to win Auburn opener

By Jann Houston

AUBURN, CA, MAY 11

Mike Bast came to Auburn and treated a record-breaking opening night crowd to a winning sweep of the main events. Fans, who upon hearing pre race rumors of Bast's recent retirement from competition, were especially happy; he has been an opening-night attraction at Auburn every season and it would not have been the same without him.

Bast drew the pole position in the Scratch main, which was a real family affair with Mike's cousins Bart and Harlan Bast, Jr. right there, along with David Faria, Jr. Mike Bast took the lead from the gate, with Faria making him realize. It was a race! Bart Bast was third, Harlan Bast, Jr. was fourth, and that was the finish. Mike Bast finished the evening undefeated on the Scratch side of the program.

In the Handicap main, Gary Stewart was down and out on turn one out of the gate, reducing it to a five-man event. First time Division One rider Jim Brenner looked extremely good as he held the lead for two laps. But Bast, riding hard came on the outside, grabbed the lead on the third lap. At the finish it was Bast, Faria and Marc Prince for the first three positions. •

Results

SCRATCH MAIN EVENT: 1. Mike Bast; 2. David Faria Jr.; 3. Bart Bast; 4. Harlan Bast Jr.

HANDICAP MAIN EVENT: 1. Mike Bast; 2. David Faria, Jr.; 3. Marc Prince; 4. Steve Martin; 5. Jim Brenner; 6. Gary Stewart.

SEC DIV: 1. Scot Nelson; 2. Mark Zeissler; 3. Dan Sweeton; 4. Mark Dragony; 5. Hal Scheetz; 6. Perry Sherman.

THIRD DIV: 1. John Hegarty; 2. Billy Scott; 3. Mickey Lane; 4. Rod Ramirez; 5. Derek Dorresteyn; 6. Tom Castognola.

JR MAIN: 1. Scott Brant; 2. Jessee Finch; 3. Bobby Hedden; 4. Jayme Finch; 5. Ami Alvarez; 6. Criag Reed.

TEN YEARS AGO

Harley-Davidson's **Mert Lawwill** survived a crash-strewn main event to win the Denver Half Mile National. His teammate, Gary Scott, finished second with Triumph's **Mike Kidd** inheriting third in the late laps when Yamaha's **Kenny Roberts** threw it away unhurt in turn two.

Maico rider **Steve Subith** took the overall win in the Sunday portion of the Virginia City Grand Prix. The day before, Penton rider **Carl Cranke** had claimed victory, riding in the 125cc Expert class.

Alan Christian defeated **Mike Rooney** in a Scratch main event battle at Cal-Expo Fairgrounds speedway action. **Frank Cook** took the Handicap main event.

Wade Boyd (Bul) and Ossa riders **Larry Drew** and **Dave Faria** finished 1-2-3 in the 250cc Expert class of a benefit short track race at Chris Beck Arena in Santa Rosa, California.

A.C. Bakken led a Husky sweep of the Masterlinks M.C. Virgin Run Hare and Hound, the desert race famous for having a lady wearing nothing more than a suntan lotion somewhere on the second loop. Behind Baaken, all eyes still in place, came **Art Knapp** and **Bob Balentine.**

Suzuki's **Roger DeCoster** won an international motocross event in Belgium called the Hove Trophy, combining 5-1 moto scores to do the trick. Maico's **Willi Bauer** was second overall with a 3-4, followed by the 4-5 of Husky rider **Gilbert DeRoover.** American **Brad Lackey** was fourth overall, running seventh and fourth in the two motos.

Climaxing a 13-year legal battle, the New Jersey legislature finally voted to allow motorcycles on the Garden State Parkway.

Swede **Torlief Hansen** was the overall winner in the Yogoslavian round of the 250cc World Motocross Championship Series, winning the first moto and placing third in the other. CZ rider **Miroslav Halm** was second with a 2-4. KTM rider **Guennady Moissiev** failed to score points in the first moto, but came back for a second in the final moto and kept his points standings lead.

Maicos swept the first three places in the 500cc Amateur/Expert class of the Las Vegas, Nevada, motocross. **Skip Johnson** took the win, followed by **John VanHoove** and **Mel Chapman.**

Neal Mackel and his big Triumph proved to be unbeatable in a hillclimb on the Matterhorn at Saddleback Park. Mackel took both the 750cc/Open class and Top Eliminator honors. **Kerry Peterson** (Mai) won both the 400cc Stock and Modified classes, while Husky rider **Bill Estes** was a double winner in the 360cc categories. **Carl Collier** (Yam) also won two.

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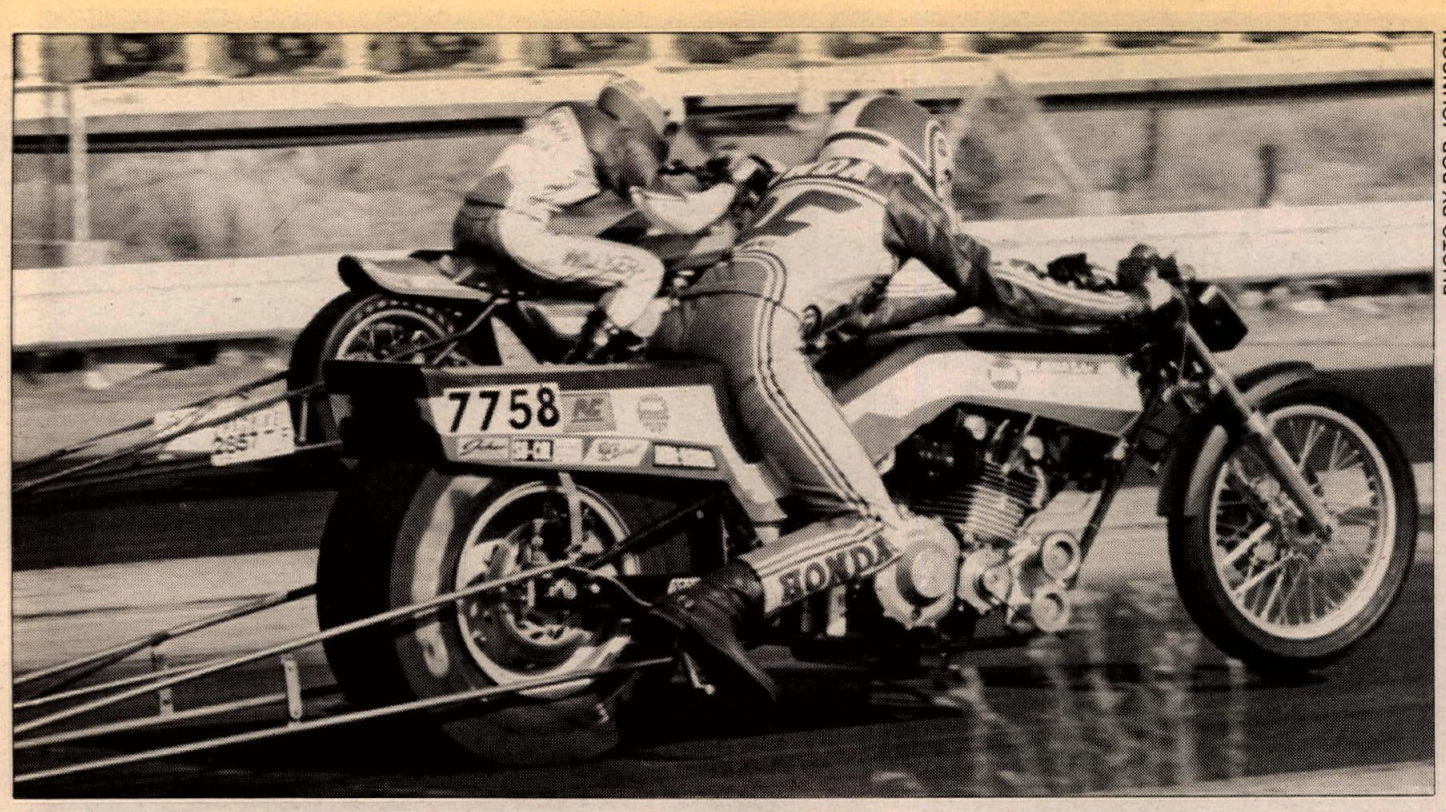


PHOTO BY BOB JOHNSON

Desertnationals winner Nigel Patrick caught and passed Dale Walker to take this race.

Donny Fish gave a tumbling demonstration after his bike got away from him in Corona 125cc Novice action.

PHOTO BY NATE RAUBA

AMA/Dragbike! Championship Series: Round 5

Patrick, Hayes tops at Desertnationals

PALMDALE, CA, MAY 19-20

The fifth round of the AMA/Dragbike! Championship Series, the fourth annual Desertnationals, was the scene of a stirring comeback story as the event ran at the recently renamed and refurbished Los Angeles County Raceway, formerly Antelope Valley Dragway. Fittingly, the story had a happy ending.

Nigel Patrick, of Huntington Beach, California, strung three straight strong runs in the top fuel category on a Kawasaki to win the Desertnationals, just three weekends after a clutch explosion hospitalized Patrick, who was fourth-ranked nationally in 1983.

In round one, Patrick received the "bye" run, awarded to the number one qualifier in the field. In the second round, the R.C. Engineering turbocharged Kawasaki got by Dale Walker's HP Products/Kosman turbocharged Z, and set the low ET of the event with a booming 8.286 at 166 mph, while Walker clocked in with 9.09/158. In the final, the RC/So-Cal Fuels/Malloy/Johap-sponsored turbo Z met veteran Norris Bruce, of Phoenix, Arizona, on a turbocharged Kawasaki with nitrous oxide injection. This machine set top speed of the meet at 174.75 mph, in qualifying.

In one of the closest Top Fuel finals in the history of the sport, Patrick edged Bruce 8.470/164.83 to Bruce's 8.563/171.75. Patrick barely outran the Kawasaki's sizable lead off the start to complete his accident recovery.

Pro Stock, always a close contest, went down to the wire at Palmdale with a Kawasaki vs. Suzuki battle between the Suzuki of Lee Hayes, and the Kawasaki of Marc Walker, of Costa Mesa, in the final. Hayes, exhibiting a smooth professional style throughout the weekend, coupled a strong personal performance with outstanding horsepower, and stole the gold with a fine 9.063/148.51 mph clocking on the Reggie Moore-owned Inglewood Professional Exchange entry, while Walker put in a fine challenge, running a 9.445 at 148.02 mph.

Pro Competition was boiled down to a match race event between two high-powered, gas-burning carbureted Suzukis — one ridden by Kevin Murphy from Fullerton, and directly sponsored by the Vance and Hines shop, while the second was ridden by Rick Gero, and additionally sponsored by Gary Pena's "The Shop," and Circle Industries.

In the first round, Gero beat Murphy 8.95 to 9.14. In round two, Murphy evened the match with a 9.07 to 9.33 defeat of Gero. The proprietor of Advanced Machine, Gero, knocked off the production manager of Vance and Hines, Murphy, 8.934/151 mph to 9.063/148.51 mph in the final match of the best-two-of-three match.

Pro Dragster was won by the Rawlings Motor Maniacs-sponsored Harley-Davidson of Bill Biggs over the two-stroke Kawasaki of Greg Steves of Triple Power Ltd. in San Marcos.

In Semi-Professional racing, 19 Competition Eliminator entries swelled the ranks to record levels in that contest — a race which ended in a father and son runoff for the glory.

Don and Dave Earll, both of Fresno, and both aboard Kawasaki motorcycles, faced each other in the first father and son final in memory in the National Championship Series. Papa Don was mounted on an 1197cc E/Altered Z1 and his son Dave was aboard an 1132cc machine, both sponsored by DVR. When the final came around, Don had run a best time of 9.87, and Dave's best was a 10.18. For the trophy, Don uncorked a 9.83/115.97 mph run for the class record, while Dave was off the pace at 12.31/114.50 mph. Unlike bracket racing, in which Don would have been disqualified for his sub dial-in run, Semi-Pro racing dictates that any sub-record run on the final is allowable, and that the run becomes the record.

In Modified Eliminator, Jim Fox of Sacramento won the glory on his F/Modified Suzuki GS1100, clocking a final round 10.97/119.52 to top the record setting TT/Modified 1977 Yamaha RD400 piloted by Joe Mejia of Los Angeles. Meija stopped the timers with a 12.62/97.61 mph.

Stock Eliminator was topped by an all-Harley-Davidson final between the Superglide AX/XS ridden by Dennis Philipie from Frisco Choppers and Rivera Engineering-Bianchi Motors in San Francisco — and the XR1000 Harley Sportster ridden by Jim Rich, of Rich Products in Richmond California, in the AXL/S category. Rich won the race with a final round 12.79 elapsed time, on his 12.70 "dial," while Philipie ran an 12.19 on his 12.10 "dial." That meant that both Rich and Philipie ran .09 seconds off their ideal time, and that the race at the far end was entirely determined by which of the two left the starting line more quickly; Rich did.

Member (Pro) ET was won by the twice-victorious Jim Fox (who also won the Modified division) on a Suzuki, with a 12.21 second, 89.28 mph run over the runner-up machine, a Z ridden by David Burleson, which turned a 12.53/108.30 mph clocking.

Non-member ET was won by the Harley-Davidson of Gordon Kately, of La Habra, California, on Harold Delaney's 80ci Harley. Kately downed the "Hot Rod Harley Specialists" H-D entry from Long Beach, ridden by "Little Steve."

Results

NATIONAL RECORDS
- D/FB: Bob Trussell (Suz) 8.96/161.29.
- E/A: Don Earll (Kaw) 9.83/136.15.
- G/A: Preston Reed (Hon) 10.41/128.02.
- J/A: Rollen Hans (Hon) 10.63/124.82.
- TT/A: Tom Turner (Yam) 10.02/133.34.
- TT/M: Joe Mejia (Yam) 12.02/108.69.
- G/S: Jim McGlynn (Hon) 12.14/114.64.
- Q/S: Krazy Ed Malkiewicz (Kaw) 13.99/94.24.
- ALX/S: Jim Rich (H-D) 12.15/106.76.
- AXL/SS: Jim Rich (H-D) 12.07/109.09.
- AXL/XS: Jim Rich (H-D) 11.84/114.52.

"STREET KING" TROPHY CLASS CHAMPIONS
- SINGLE CYL 2 STROKE: Chris Verhaegh (Yam).
- DOHC 4 CYL, 4VPC: Ron Rector (Suz).
- SOHC 4-CYL, 4VPC: Jerry Bugg (Hon).
- H-D SHOVELHEAD: Randy Snyder (H-D).
- DOHC 4 CYL, 2VPC: Guy Loikits (Kaw).
- SPORTSTER H-D: Greg Richards.
- FLATHEAD: Bob Parks (Ind).

Naughton lights up Tucson's Saguaro Raceway

By Sandy Berm

TUCSON, AZ, MAY 19

Robert Naughton accepted the invitation of Tucson's Saguaro Raceway by displaying first-place power over all 125cc Intermediate contenders, and many other Phoenix riders added the fuel to make it great motocross excitement for the Tucson's fans.

The first eventful race was the crowd-pleasing 125cc Intermediate with Suzuki rider Mike Rage hole-shotting into a big lead with Naugh-

ton, John Moran and Pat Kennedy behind, all on Hondas. Throughout the moto, racing was tight, but Naughton managed to reel in, and pass Rage for the win.

Rage's Suzuki repeated the holeshot in the second moto with Naughton, Moran and Kennedy behind. Naughton and Moran passed Rage, and Kennedy held fourth. Kelly Barry surged from the back into the latter laps but failed to get past fourth. The overall put Naughton first, Kennedy second and Rage third.

The 80cc Intermediate moto saw the first-turn dust fly as Kawasaki rider Scott Ardema held off American Honda rider Jimmy Button for the holeshot, with Brett Wineland in third on his newly acquired Honda. With Button going down on the back of Sunshine Hill, Brent Wineland took over second, with Kawasaki pusher, Stuart Kelly in third.

In the second moto, Kelly dusted the holeshot with Button and Ardema behind. Again Button lost five positions and Kelly crashed on the straightaway. Ardema moved into a first, holding off Honda's Button, who had recharged into second, and Wineland third. But, Button broke a chain behind Sunshine giving the overall to Ardema, Wineland and Stuart Kelly.

The 125cc Juniors, were crowd pleasing as newly discovered 13-year-old Kaw rider "Bear" Loiselle shot out of the gate with a fantastic lead, followed by Kenny Matthias on a Suz and Randy Shipley on his Kaw, who soon went down in front of the crowd on the inside berm. The finale found an overall with two firsts for "Bear" Loiselle, Ken Matthias second and Marcie Aguirre third, on a new 125 Kawasaki.

With 13 riders in the 80cc Juniors, Kevin "Kaw" Carpenter fired out of the gatg for the holeshot followed by Kawasaki riders Stan Roper and Jerry Stuart. Stuart surged out and took first from Kevin Carpenter but crashed allowing Carpenter to return to first place.

In the second moto, Carpenter stole the holeshot, but Roper got around him and Stuart, trying the same move, crashed. Carpenter, pouring it on, went past the tower and crashed, allowing three other bikes to ride over him. This gave Roper a clear lead, as challenger for first, Stuart settled for second.

Results

MINI MINI: 1. Steve Mathues (Yam); 2. Chucky Cunningham (Kaw); 3. Steve Andrich (Hon).
80 JR: 1. Jerry Stuart (Kaw); 2. Justin Jaurique (Hon); 3. Stan Roper (Kaw).
80 INT: 1. Scott Ardema (Kaw); 2. Brent Wineland (Hon); 3. Stuart Kelly (Kaw).
125 JR: 1. Bear Loiselle (Kaw); 2. Ken Matthus (Suz); 3. Marcie Aguirre (Kaw).
125 INT: 1. Robert Naughton (Hon); 2. Pat Kennedy (Hon); 3. Mike Rage (Suz).
OPEN: 1. Ron Gamble (Yam); 2. Stacey Miller (Hus); 3. Lacy Covert (Hon).
250 JR: 1. Scott Ladd (Suz); 2. Tim Siedman (Yam); 3. Pat Tuffs (Hon).
250 INT: 1. John Babb (Yam); 2. Pete Samson (Suz); 3. Albert Lapsinsky (Hon).
EX SWEEPSTAKES: 1. Ron Watmore (Yam); 2. Rick Watmore (Suz); 3. Brett Hanna (Suz).

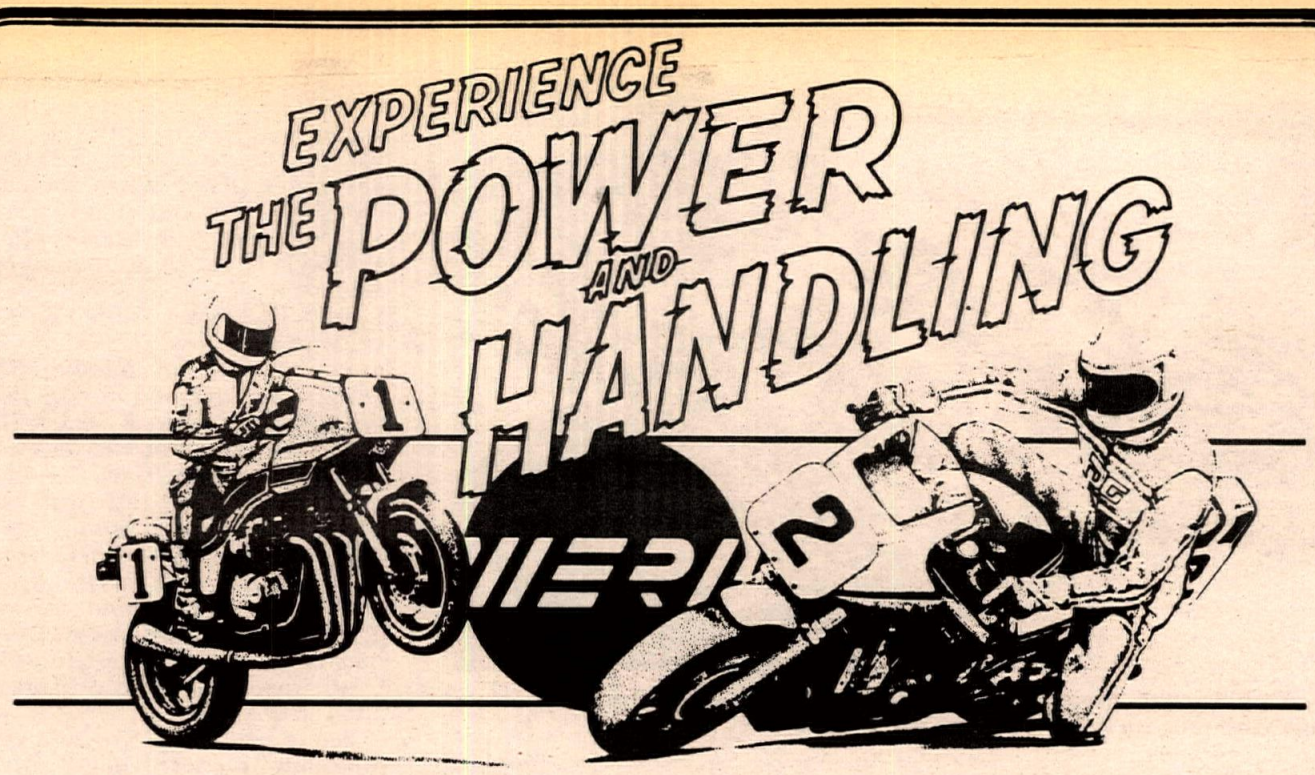
Fleming flies to Corona MX win

By Nate Rauba

CORONA, CA, MAY 18

Suzuki-mounted Chris Fleming took the 250cc Pro class at Corona Raceway, winning the second moto and getting a little help from Lady Luck which struck down first-moto winner Bruce Harcrow.

Yoshifumi Sugio (Hon) grabbed the holeshot in moto one, but Honda-mounted Harcrow stole the lead out of the first turn. Yoshito Baba (Hon) moved into second before they completed the first lap, but fell in



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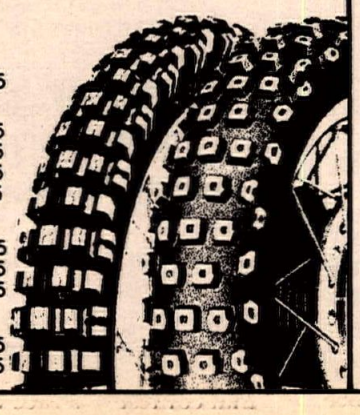

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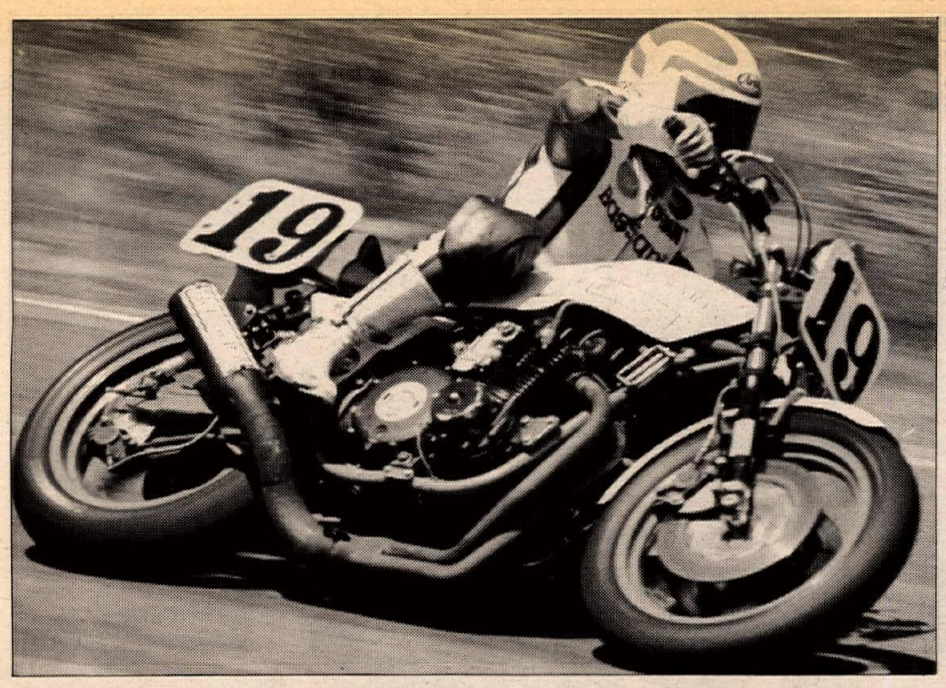

PHOTO BY MUSH EMMONS

Denny Doherty led most of the way to win the Sears Point amateur Formula One race on his Z1 Superbike.

turn one at the beginning of lap two, then crashed again later in the lap. The 125cc duo of Steve Liedberg (Miller Racing Products Hon) and Honda rider Tracy Meeks moved in behind Harcrow, while Fleming, Jerry Black (KTM) and George Wehrmam (Hon) brought up the 250cc ranks. Liedberg closed in on Harcrow and two laps later took control of the race as Meeks faded to the back of the pack. After Liedberg went by the top four settled into position; Liedberg pulled away to a big win and Harcrow held second over Fleming to be the first 250 to cross the finish line. Colin Ryan (Yam) moved in on Fleming during the closing laps, but was a few seconds short at the finish.

Baba blasted into the lead at the start of the second moto as Wehrman and Open class winner Gary Jones (Jones MX/Yam) followed. Fleming quickly moved into second, and grabbed the lead as Baba lost momentum and dropped back to fourth. Baba moved up a position and pulled in behind Ryan as Jones dropped back on the second lap, while Harcrow was on the move after a poor start and closing in on Baba. For the next three laps first through fourth stayed within a few bikelengths of each other, with Baba repeatedly trying to find a way into second. At the midway point Liedberg joined the battle in fifth after working up from a next to last place start. Harcrow and Liedberg got by Baba on the fifth lap, but then Harcrow was hit with the bad luck as the crank on his Honda began to go, forcing him to slow considerably and create a jam with Liedberg and Baba behind. On the next uphill Harcrow's bike quit, forcing him to stop in the middle of the track. Liedberg came around the corner, ran into Harcrow and fell. He was able to get going in time to take third and the 125cc division overall. Fleming pulled away from Ryan and won with a comfortable lead, and Ryan's 3-2 good for second overall.

Results

PEE WEE 9-: 1. Mike Metzger (Hon).
MINI BEG 10+: 1. Deric Garcia (Kaw); 2. Wesley Klein (Kaw); 3. Seth Boldman (Kaw).
MINI BEG 13+: 1. Kevin Esnault (Kaw); 2. Don Clark (Yam); 3. Dennis Urban (Yam).
MINI NOV: 1. Eric Bisbee (Kaw); 2. Brandon Sperling (Yam); 3. Brent Basore (Kaw).
MINI INT: 1. Kevin Bussey (Yam).
125 BEG I: 1: Guy Cortner (Hon); 2. Roger Hauptman (Yam); 3. Brad Fletcher (Yam).
125 BEG II: 1. Matt Alamangos (Yam); 2. Ron Mowry (Hon); 3. Cande Acenacio (Hon).
125 BEG III: 1. Charles Gonzales (Suz); 2. Phil Alamangos (Yam); 3. Greg Kopp (Yam).
125 NOV I: 1. Todd Saylors (Kaw); 2. Billie Paugh (Yam); 3. John Abright (Hon).
125 NOV II: 1. Jim Kuntz (Suz); 2. B.J. Millspaugh (Yam); 3. John Matiasevich (Hon).
125 INT: 1. Wafer Schaeffer (Hon); 2. Roy Chambers (Yam); 3. Alex Lopez (Kaw).
125 PRO: 1. Steve Liedberg (Hon); 2. Tracy Meeks (Hon).
250 BEG I: 1. Jay Dust (Kaw); 2. Roger Larrowe (Suz); 3. Jim Neeld (Yam).
25) BEG II: 1. Don Wilborn (Yam); 2. Scott Hughes (Yam); 3. James Peralta (KTM).
250 NOV: 1. Cortland Brown (Hon); 2. Rich Mahalic; 3. Chris Cadman (Suz).
250 INT: 1. Paul Burval (Suz); 2. Steve Piattoni (Hon); 3. Kit Palmer (Suz).
250 PRO: 1. Chris Fleming (Suz); 2. Colin Ryan (Yam); 3. George Wehrman (Hon).
OPEN BEG: 1. Richard VanDamme; 2. Robert Temple (Mai); 3. Greg Wilkins (Yam).
OPEN NOV: 1. Chris Micklos (Hon); 2. Gary Sherohman (Yam); 3. Gary Sewell (Hon).
OPEN PRO: 1. Gary Jones (Yam).

Doherty does it again at Sears Point RR

By Roger Smith

SONOMA, CA, MAY 19

AFM Superstreet Czar Denny Doherty won the amateur Formula One race held at the Sears Point Pro-Am, an event restricted to riders without professional licenses.

Doherty led off the grid on his Motors West Kawasaki Z-1 Superbike, but Barry Saudan and his 1100 Honda passed and pulled away while Doherty led Jon Parisena (Kaw) and Todd Hutchings (Hon). Spectators wondered if Doherty was merely toying with the competition when he suddenly sped up and took the lead.

Meanwhile Edwin Woo was coming from a poor start to manhandle his Yamaha TZ through the pack, passing riders two and three at a time, closing on the leaders. After following for half a lap, Woo passed both Parisena and Hutchings in the esses.

Doherty lengthened his lead on Sausan, who suddenly found himself defending his second place against the advances of Woo. Woo passed in turn nine, but Saudan regained second in turn 11. At the finish it was Doherty, Saudan and Woo.

Results

1. Denny Doherty (Kaw); 2. Barry Saudan (Hon); 3. Edwin Woo (Yam).

Peters first-time Junior victor at Ascot

By Tom Corley

GARDENA, CA, MAY 16

Marc Peters, student of the Warren Reid Motocross School, skillfully won the 250cc Junior contest in Continental Motosport Club's motocross at Ascot Park.

A Honda rally developed in the opening moto as Bill Carlson, Peters and Tom Kirkley led. Towards the end of the race, the leaders Carlson and Peters out-distanced the third-place rider Kirkley. Carlson got sideways on the corner after the crash wall section and allowed Peters to advance slightly. When the checkered flag came out it was Carlson who maintained the lead over Peters, Kirkley, Todd Duncan and Mark Anderson.

Steve Liebsack was the lone KTM rider in the class and in the final moto he took the holeshot, while Duncan was in second ahead of Peters. A Kawasaki rider took a bad spill off the triple jumps and the yellow flag went out. By the time the leaders reached the back crash wall, there was some confusion as some slowed and some didn't. Liebsack dropped his KTM and so did Kirkley, who did well in the first round. Everyone advanced one position so Duncan had the lead over Peters, while Corey Gash was third ahead of Anderson and Carlson.

Peters was unable to win either moto but his consistent 2-2 tally did the winning trick. Duncan won the final round and his 4-1 tally captured second.

Robert Johnson also used a 2-2 score to nail the 500cc Novice class. In the first round it was Robert and Steve Fisher fighting it out for the lead. Fisher advanced to first as he passed Johnson over the triple jumps. Scott Reel was in third until Mike St. John zapped him over the crash wall jumps. Randy Yarak was another rider on the move and demoted Reel back to fifth place. Through the finish line it was Fisher with the clear lead over Johnson. The real battle was for third as St. John and Yarak appeared to be side by side as they hauled through the finish. The officials gave Yarak the third-place win over St. John.

Chris Merrill had a poor first moto but came back to win the final round. Johnson was consistent and finished in second again. Yarak was third ahead of Dana Hale and Reel.

Results

60: 1. Gabe Smith (Hon).
80 NOV #1: 1. Rusty Somers (Kaw); 2. Jim Watkins (Hon); 3. Justin Souza (Hon).
80 NOV #2: 1. Michael O'Brien (Yam); 2. Steve-Demarest (Yam); 3. Aaron Madrid (Suz).
80 JR: 1. Kevin Bussey (Yam); 2. Robert Shipman (Kaw); 3. Jason McFarland (Yam).
80 INT: 1. Shiloh Tate (Kaw); 2. Bill Auberlen (Yam); 3. David Wodaszewski (Kaw).
80 EX: 1. Jeff Barbacovi (Yam).
125 NOV #1: 1. Dennis Burns (Yam); 2. Jim Connor (Hon); 3. Dave Alvarez (Hon).
125 NOV #2: 1. Greg Taylor (Yam); 2. Robert Graham (Suz); 3. Frank Lathrop (Kaw).
125 JR: 1. Brian Werle (Kaw); 2. Frank Morris (Hon); 3. Scott McDonough (Kaw).
125 INT: 1. Mike Fadorow (Kaw); 2. John Davis (Yam); 3. Dale Himmelreich (Suz).
125 PRO: 1. Ron Turner (Cag); 2. Paul Denis (Kaw); 3. Tim Rutherford (Kaw).
250 NOV: 1. Rob Leeson (Yam); 2. John Stuetzel (Hon); 3. Chris Drake (Suz).
250 JR: 1. Marc Peters (Hon); 2. Todd Duncan (Hon); 3. Bill Carlson (Hon).
250 INT: 1. Larry Benedict (Hon); 2. David Graff (Hon); 3. Todd Gibboney (Yam).
250 PRO: 1. Todd Peterson (Hon); 2. Paul Denis (Kaw); 3. Rob Trone (Hon).
500 NOV: 1. Robert Johnson (Hon); 2. Randy Yarak (Hon); 3. Steven Fisher (Hon).
500 JR: 1. Brian Huff (Hon); 2. Don Pastell (Hon); 3. Ron Bunn (Hon).
500 INT: 1. Michael Overby (Hon); 2. Steve Donovan (Hon); 3. George Collins (Hon).
500 PRO: 1. Todd Peterson (Hon); 2. Rick Atkins (Suz); 3. Greg Zitterkopf (Kaw).
VET SPTSMN: 1. Gabor Kopeczi-bocz (Hon); 2. Bill Myers (Mai); 3. Tom McDaniel (Hon).
VET MASTER: 1. Carl Gazafy (Hon); 2. Dickie McMillen (Hon); 3. Chris Jackson (Mai).
OT SPTSMN: 1. Les Lollar (Hon); 2. Mike McMillen (Hon); 3. Paul Burton (Suz).

Gardner grabs gold at Baylands

By Mike Vancil

FREMONT, CA, MAY 16

Double moto wins for Johnny Gardner were the end results of his two, eight-lap battles with the pack of hot 250cc Pros. The Honda rider from San Jose moved up from third each moto, working hard to get past Dennis Hannel (Hon), from Santa Cruz, then Eric Mashbir (Hon) from Oakland. A last-lap crash involving Hannel and Gardner saw both riders up immediately and charging the last half lap to the checkers. The victory was well received by Gardner's fans who were whooping it up when he returned to the pits.

Tony Flores continued his three week, six-moto victory by besting the 125cc Professionals, and by lapping a couple of the 500cc Pros who started in a second wave. Flores, a high school student, is a sure bet for factory support by the end of the season. His smooth, aggresive style makes his victories seem fluid and easy.

Jerry Brandt (Yam) topped the 500cc Professional class while another Jerry — Jerry Clayton — returned to Baylands for his first appearance in 1984 and won the Veteran Master class aboard his Suzuki, and Glen Pruitt rode to victory in the Old Timer Masters class.

Results

80 9-11: 1. Tyler Hummel (Kaw).
80 12-16: 1. Jeff Chalmers (Hon); 2. Shannon Nichols (Yam).
80 INT: 1. Fenton McDaniel (Kaw).
125 NOV: 1. Jose Sanchez (Suz); 2. Brand Johnson (Hon); 3. Tony Lamperti (Hon); 4. Paul Eszlinger (Yam); 5. Steve Cassan (Yam).
125 JR: 1. Jerry Roy (Yam); 2. Paul Turpin (Hon); 3. Mark Laube (Hon); 4. Roy Ellars (Hon).
125 INT: 1. Todd Teman (Hon).
125 PRO: 1. Tony Flores (Yam); 2. Michael Minjares (Kaw); 3. Dennis Hannel (Hon).
250 NOV: 1. Joe West (Yam); 2. Clive Belveiny (Mai); 3. Graham Miller (Yam); 4. Tim Murren (Hon).
250 JR: 1. Sam Nava (Hon); 2. Scott Thomas (Yam); 3. Greg Spilman (Suz); 4. Wayne Emenson (Hon); 5. Larry Kose (Hon).
250 INT: 1. Mark Baldry (Hon); 2. Ken Schroeder (Kaw).
250 PRO: 1. Jonny Gardner (Hon); 2. Eric Mashbir (Hon); 3. Dennis Hannel (Hon).
500 NOV (OPEN): 1. Daniel Hammerbed (Yam); 2. Vincent Kelley (Hon); 3. Greg Kambolz (Hon).
500 JR (OPEN): 1. Scott Long (Hon); 2. Kevin Osborn (KTM); 3. Terry Lakely (Mai).
500 INT (OPEN): 1. Jack Hulse (Hon).
500 PRO (OPEN): 1. Jerry Brandt (Yam); 2. Alan Brunk (Yam); 3. John Wells (Hon).
VET MASTERS: 1. Jerry Caton (Suz).
OT MASTERS: 1. Glenn Pruitt (Suz).
VET SPTSMN: 1. Bob Bearden (Yam).
OT SPTSMN: 1. Jim McIntyre (Suz); 2. Rich Lakely (Mai).

Wright top gun in the Baylands

By Mike Vancil

FREMONT, CA, MAY 9

Professional 250 and 500cc winner Joe Wright was the overall top gun at Baylands' second race in the 1984 season. New machinery and a large entry of riders were not sufficient to beat the very fast and smooth Mr. Wright who ride his Hondas to four straight moto victories. The only professional to shine other than Wright was local 125cc rider Tony Flores, Yamaha-mounted and Moto-X Fox-sponsored, from Sunnyvale. Tony has two weeks of wins to his credit: four motos — four victories. He was lightening fast on the tacky surface and should set speed records if ever put under pressure.

An outstanding early season performance was turned in by 250cc Intermediate Kevin Maas (Hon) who easily topped a nine rider field in both his appearances. One hard get-off of the evening occurred; it belonged to Jeff Thomas, a 250cc Novice rider from Mountain View. Thomas will be sidelined for quite a few weeks.

Results

60 NOV: 1. Danny Wenger (Hon).
60: Brian Gouvela (Kaw).
80 9-11 NOV: 1. Jason LaBarey (Yam).
80 9-11: 1. Tyler Hummel (Kaw).
80 12-16 NOV: 1. Robert Frank (Hon); 2. Rich Mussman (Suz).
80 12-16: 1. Jeff Wenger (Hon).
80 12-16 INT: 1. Todd Hicks (Suz); 2. Ronald Caton (Suz).
80 12-16 EX: 1. Terry Bostard (Hon).
125 NOV: 1. Tony Lamperti (Hon); 2. Robert Johnson (Suz); 3. Paul Eselingler (Yam); 4. Brad Johnson (Hon); 5. Dave Zollo (Suz).
125 JR: 1. Hugh Parker (Hon); 2. Bob Richards (Hon); 3. Bill Hunt (Yam); 4. Dave Wiseman (Yam).
125 INT: 1. Ron Day (Hon); 2. Alan Carlson (Hon).

125 PRO: 1. Tony Flores (Yam); 2. Dean Matson (Kaw); 3. Michael Minjares (Kaw).
250 NOV: 1. Graham Miller (Yam); 2. Wayne Emerson (Hon); 3. Clive Belvoir (Mai); 4. Tom Stavrum (Hon).
250 JR: 1. Dan Gallagher (Suz); 2. Sam Nava (Hon); 3. Scott Thomas (Yam); 4. Gene Cardella (Hon).
250 INT: 1. Kevin Maas (Hon); 2. Tim Fergon (Hon).
250 PRO: 1. Joe Wright (Hon); 2. Johnny Gardner (Hon); 3. John Dauth (KTM).
OPEN NOV: 1. Greg Kamholz (Hon); 2. Ron Carlson (Hon); 3. Vincent Kelly (Hon); 4. Paul Rott (Hon).
OPEN JR: 1. Jeff Lind (Suz); 2. Todd Rodach (Hon); 3. Scott Long (Hon).
OPEN INT: 1. Jeff Lind (Suz); 2. Todd Rodach (Hon); 3. Scott Long (Hon).
OPEN INT: 1. Arthur Klingbeil (Hon).
OPEN PRO: 1. Joe Wright (Hon); 2. Jerry Brandt (Yam); 3. Manny Orenllas (Hon).
SPTSMN VET: 1. William Clark (Hon).
SPTSMN OT: 1. Jim McIntyre (Suz).
MASTER VET: 1. Larry Baker (Hon).
MASTER OT: 1. Ned Marandino (Hon).

Adams sweeps PRRO F-1

By John Arthur Burrus

PHOENIX, AZ, MAY 13

In the Phoenix Road Racing Organization's hot season closer at Phoenix International Raceway Willy Adams outgunned everything on the track for two straight GP wins on an 1100 Suzuki sponsored by John Bush. Power and handling were the answers from the first turn through the checkers of two 15-mile sprints. Adams was followed in both by usual GP Formula 1 winner Todd Griswold on a 1000 Suzuki sponsored by City Suzuki, Bel-Ray and Nippondenso.

Formula 2 GP racing saw PRRO regular Norm Benedums 550 Yamaha, sponsored by Young Cycle Supply, Discount Cycle & Quadrifoglio, back in the trophy lane with two straight checkers. Second in both events went to Randy Bechtal's 550 Kawasaki.

Production Stock B rider Mike Williams threatened the faster bikes all afternoon on a 750 Suzuki fielded by Sun Suzuki and Moto Pro. In the first sprint, Williams finished just behind Formula 1 racer Griswold and ahead of Stock Production A riders Jeff Anderson and Kevin Elliott.

Elliott solved a mechanical problem before the second sprint and diced with Griswold and Williams for a wheel-to-wheel finish (Griswold/Elliott/Williams) behind Willie Adams.

Williams was the decisive Production Stock B winner wih two first places followed by Red Gardner's 1000 BMW of Cycle Craft.

First in the A Stockers went to Kevin Elliott for 2-1 finishes, and second to Jeff Anderson for 1-2 finishes.

In the first Superstreet sprint Griswold led the pack into the first turn and past the flag for one lap, but DNF because of mechanical problems. Jeff Anderson took over for lap two, and Mike Williams — although down one displacement category — led from the third lap to the checkers. In the smaller displacement SS ranks, Ed Wright took the lead from Randy Bechtal at mid-race, but a DNF in the second round ruined Wright's chance at an overall win. Sprint two also ruined Bechtal's chances when he tangled with D Superstreet rider Mike Reynolds and both crashed for a DNF.

Front runners in the final SS event were Griswold and Williams in close competition. Griswold, on a larger bike, held the lead for five laps, then Williams took over for two, only to be passed for good in the hairpin. Less than a bikelength separated the two machines for most of the race. Jeff Anderson's 900 Honda was the first Superstreet A bike through the checkers in heat one, and third in heat two — good enough for an overall win. Greg Hansen posted 2-2 finishes for second overall in Superstreet

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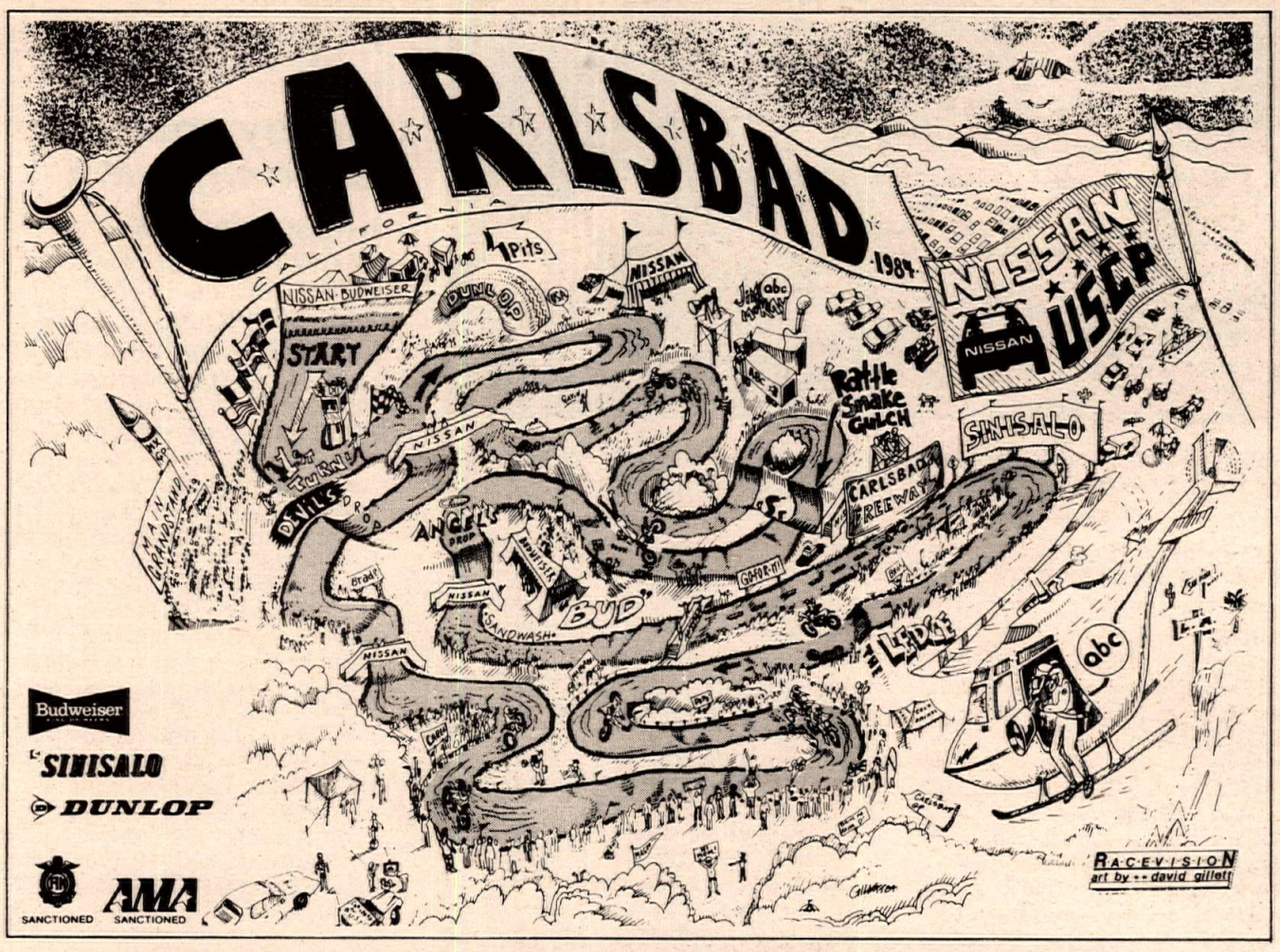

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PHOTO BY NATE RAUBA

Jimmy Wood takes a soil sample at Corona while his bike sets off in pursuit of the rest of the pack.

A, and Scott Willock ran near the front of the pack for 2-2 finishes in B Superstreet.

Results

FORM 1: 1. Willie Adams (Suz); 2. Todd Griswold (Suz); 3. Greg Hansen (Hon).
FORM 2: 1. Norm Benedum (Yam); 2. Randy Bechtal (Kaw); 3. Shawn McCleery (Hon).
STK PROD A: 1. Kevin Elliott (Kaw); 2. Jeff Anderson (Hon); 3. Robin Bender (Kaw).
STK PROD B: 1. Mike Williams (Suz); 2. Red Gardner (BMW); 3. Thomas Moore (Duc).
STK PROD C: 1. Craig Martin (Hon); 2. Ed "Red" Wright (Kaw); 3. Bob Eaton (Yam).
STK PROD D: 1. Joe Randazzo (Suz); 2. Scott Willock (Yam); 3. Tom Krause (Yam).
SUPER STREET A: 1. Jeff Anderson (Hon); 2. Greg Hansen (Hon); 3. Robin Bender (Kaw).
SUPER STREET B: 1. Mike Williams (Suz); 2. Scott Willock (Suz); 3. William Pryor (Hon).
SUPER STREET C: 1. Chuck Crawford (Yam); 2. Richard Kohn (Kaw); 3. William Sansing (Suz).
SUPER STREET D: 1. Shawn McCleery (Hon); 2. Brian Sanders (Yam).

Honda's heyday in South Dakota MX

By Brian George

STURGIS, SD, MAY 13

For the Professionals, Hondas once again dominated the overall positions, with American Honda/Spearfish Honda's Mike Friend blasting the 125cc Pro class, and just missing the 250s, which went to Billy Stork on his Rex Conrad-prepared CR. Dave Molder rolled off with the overall in the Open Pros, despite reinjuring his ankle in the 125cc action.

When the 125cc Pro class hit the first turn, Benny Norfolk, riding for the Yamaha Shop in Gillette, made his presence known by being in front after nearly a year's layoff. Friend raced into second place within a few corners, but Norfolk built up a 10-second cushion by the completion of the first lap. The layoff cost Norfolk a bit in his timing through corners, however, and in a fast S-turn the Yamaha rider slid out and broke his throttle. With Norfolk out, Friend walked off with the lead, and put some distance between himself and the battle among Stork, Ladd Poitra, and Molder. Molder was ready to move into the top three when coming out of a right hand sweeper, but he stuck his foot in a hole and pulled off the track in pain. This left Stork, LeeVern Berry and Poitra to battle for the runner-up slot. After Friend took the checkered flag, Stork had control of second ahead of Berry, and Poitra.

Round two saw Friend take the holeshot, with Norfolk, Jerry Wagner, Molder, Stork, Berry and Poitra right behind. Friend wasted no time in putting ground between himself and Norfolk. The leading duo rode out in front the entire moto, with Friend allowing Norfolk to gain only slightly in the later laps. Friend rode to the second moto and the overall win. Norfolk rolled in second, while behind Stork managed to work his way into third, which was good enough for second overall.

In the 250cc Pro first moto, a wild first turn saw Stace Waugh grab the lead ahead of Molder and Stork, while Friend was pushed off the track, and later went down near the end of lap one. Molder and Stork went past Waugh within the first few laps, and set up their own battle for the lead. Stork dogged Molder for nine and a half laps, then going into the last half of the final lap, Stork slipped by Molder to win the moto while Waugh trailed in third, just ahead of Friend and Todd Willis.

In round two action, Friend, Stork and Molder filled the top three early. This time Stork was trailing Friend in the late going. With only a few laps left to go, Stork rode right on Friend's rear fender, as he did with Molder, but did not get the chance to get by, and Friend took the moto win ahead of Stork. Second place was all Stork needed to capture the overall, however, and went home with top honors ahead of Friend and Molder.

Open Pro action was led by Dave Molder once again, but this time there was fierce competition for the runner-up and third place slots. In moto one Molder took the lead, and within two laps had a very comfortable margin over the runner-up battle between Perry Bicek, Kim Bendigo and Lynn Hyde. Bendigo had the second place position until both Bicek and Hyde slipped by, but the riders stayed very close. At the wire Molder took the win as Bicek pulled away from Hyde and Bandigo, with Bob Krizan rounding out the top five.

Moto two was again a Molder affair as he took the lead coming out of the first corner and never allowed another rider to stick a wheel underneath him. Bendigo again had the runner-up position, with Krizan, Hyde and Bicek behind. After Bicek and Hyde put Krizan back to fifth, it was a repeat performance of the first round. Bendigo held for a few laps, then Hyde and Bicek slipped by. As Bicek pressed Hyde in the following laps, the two tangled and went down, giving second place back to Bendigo. Hyde and Bicek again worked past Krizan, but neither was able to get around Bendigo.

Results

125 PRO: 1. Mike Friend (Hon); 2. Billy Stork (Hon); 3. LeeVern Berry (Kaw).
250 PRO: 1. Billy Stork (Hon); 2. Mike Friend (Hon); 3. Dave Molder (Hon).
500 PRO: 1. Dave Molder (Hon); 2. Kim Bendigo (Hon); 3. Lynn Hyde (Hon).
MINI A: 1. Bradley Wagner (Kaw); 2. Rick Furman (Kaw); 3. Mark Mueller (Hon).
MINI B: 1. Glen Goodell (Kaw); 2. Charles Morris (Kaw); 3. Ron Harlan (Hon).
MINI C: 1. Murphy Anderson (Yam); 2. Marc Douglas (Suz); 3. Sean Weiseler (Suz).
125 B: 1. Lee Alexander (Yam); 2. Brent Sharkey (Hon); 3. Brad Cheeseman (Yam).
250 B: 1. Joe Thompson (Hon); 2. Brad Cheeseman (Yam); 3. Rod Vogel (Kaw).
125 C: 1. Craig Davis (Hon); 2. Pat York (Kaw); 3. Mart Geary (Hon).
250 C: 1. Brian Riley (Hon); 2. Steve Cheeseman (Hon); 3. Jim Jelinek (Hon).
VETS: 1. Bob Bailey (Hon); 2. Fred Sletten (Yam); 3. Phil Stahla (Kaw).
OLD IRON: 1. Tim Cleveringa (Kaw); 2. Kelly Ragels (Yam); 3. Les Sisson (Hon).
ENDURO: 1. Kevin Ehnes (Hon); 2. Tim Hilton (Kaw); 3. Don Harwood (Yam).

Casey cooks at SHR night MX

By Sally Sideliner

BRENTWOOD, CA, MAY 18

The summer night races at Sand Hill Ranch provided exciting action between 125cc Pro riders Kimo Casey (Kaw), Tony Flores (Yam) and Mike Minjares, racing in only his third Pro race.

Casey got an early lead in moto one, as Minjares had to work up from a third place start. Casey's seven second lead suddenly disappeared as he rounded the sweeper and became entangled in the corner post with three laps to go. Minjares and Flores didn't get past the downed rider, but for two laps it was a tough battle, with Casey finally taking the checker.

Moto two saw Flores get a terrific holeshot and an immediate 10 second lead on the pack, as Casey worked from a fifth place start up to second. Flores soon slid out, breaking the throttle cable, and Casey went on to win uncontested. Minjares rode a steady third, for second overall.

The 250cc Pros running behind the 125s were pretty evenly matched. The first lap had all three racers wheel-to-wheel. Rich Mythen (Skip's Two-Wheeler) led Eric Mashbir and Jon Dauth — all were mere inches apart. When the three hit the off-camber turn at the same time, Dauth cut low and the riders came down on top of him. No injuries occurred, but there were a lot of 250s piled high. Mashbir went on to be the eventual overall winner.

Very close racing was also found in the Open class. Wayne Archer, the number one rider out of Berkeley Yamaha, returned after some knee surgery to put in a good ride in moto one to finish third behind winner Joey Schlcg. Schlag, of Contra Costa Honda, led moto one start-to-finish, with no one else in sight. Moto two looked like a repeat as Schlag led until the white flag lap. Two turns from the finish line, his bike failed, but he held third by pushing across the line. A ferocious battle raged between George Hopper on a Mallots Honda and Jerry Brandt, a Malcolm Smith Products rider. When Hopper missed a shift, Brandt got in front. Hopper tried every possible move to regain his position, but Brandt was smooth and fast, scoring the win.

Results

125 PRO: 1. Kimo Casey (Kaw); 2. Mike Minjares (Kaw); 3. Tony Flores (Yam).
250 PRO: 1. Eric Mashbir (Yam); 2. Rich Mythen (Suz).
OPEN PRO: 1. Jerry Brandt (Yam); 2. George Hopper (Hon).

Double money for Turner in Dunestown Series

By Tom Corley

ORANGE, CA, MAY 13

The FMF/Cagiva machines of Ron Turner powered to two major wins during round three of the California Racing Club's Dunestown Series at Saddleback. "Radical Ron" defeated 20 riders for the 125cc Pro money and downed 30 riders for the 250cc Pro title.

Pro-Circuit's Doug O'Donnell took his Suzuki to the lead with the first moto of the 125cc Pro class. Klemm Research/Team Green rider Paul Denis took the lead away while hauling over the double jumps past the finish. While in the lead, Denis blew out his rear shock as he landed off the doubles before the finish. Denis pulled off the track and O'Donnell held the lead once more. Turner then positioned himself in second ahead of Steve Liedberg, Brooks and Anker.

American Honda rider Larry Brooks returned to racing after receiving a leg injury a few months ago. Brooks looked alright during the final moto when he took the holeshot and never let it go. O'Donnell was in second ahead of Bader Manneh, while Turner was in fourth until Anker passed him over the tabletop. Turner got back at Anker and moved into fourth again. O'Donnell and Manneh were playing too close for comfort in their battle for second place and both of them tangled below Webco. Turner took advantage of this and managed second place. Some wondered whether Brooks would have the stamina to hold off the charging Turner but when the race was done it was Brooks with a healthy lead. Turner claimed second ahead of Anker, Liedberg and Ray Sommo.

Paul Denis, in the 250cc Pro class, was a powerful force. Denis took the lead in the first moto while Turner was in pursuit. While coming down Webco, Denis dropped his bike and gave Turner the lead. Turner held the lead for several laps until Denis made his move over the jumps past the finish and became the leader once more. Turner followed Denis through the finish line. Third went to Terry Fowler, who led Doug O'Donnell and Richard Sands.

It was O'Donnell who tagged the holeshot in the final round. Denis was in second place just ahead of Louie Franco. Then Franco swooped past Denis momentarily but Denis regained second again. While still on the first lap, Denis blocked O'Donnell and took away the lead. The man to watch was Turner who, one by one, demoted the competition. Turner got past Franco and then O'Donnell. The final moto win was gained by Turner as he slid past Denis. Taking second was Denis who headed off O'Donnell, Franco and Fowler.

Results

60 NOV: 1. Joey Curtis (Kaw); 2. Ben Phalen (Kaw); 3. Jeff Willoh (Kaw).
60 INT: 1. John Shaver (Kaw); 2. Damon Huffman (Kaw); 3. Ryan Spurgin (Kaw).
60 EX: 1. Dana Wiggins (Kaw); 2. Tommy Clowers (Hon); 3. Joel Tokarsky (Kaw).
80 STK BEG FINAL: 1. Matt Harrison (Kaw); 2. Glen Olson (Yam); 3. Mike McClain (Kaw).
80 STK NOV: 1. Brock Suter (Yam); 2. Dave Noel (Kaw); 3. Eric Hilton (Yam).
80 STK INT: 1. Sean Blanchard (Kaw); 2. Steve Kotajarvi (Kaw); 3. Don Burke (Kaw).
80 STK EX: 1. Scott Brown (Hon); 2. Kyle Lewis (Kaw); 3. Mike McClain (Kaw).
80 MOD BEG: 1. Mike Loftus (Kaw).
80 MOD NOV: 1. Brock Suter (Yam); 2. Bubba Erickson (Kaw); 3. Robert Shipman (Kaw).
80 MOD INT: 1. Steve Kotajarvi (Kaw); 2. Don Burke (Kaw); 3. Sean Blanchard (Kaw).
80 MOD EX: 1. Scott Brown (Hon); 2. Eddie Hicks (Yam); 3. Kyle Lewis (Kaw).
125 BEG: 1. Aaron Lewis (Kaw); 2. Tad Cates (Yam); 3. Jody Tapia (Hon).
125 NOV FINAL: 1. Jeff Mabery (Kaw); 2. Chad Smart (Suz); 3. Jeff Capt (Kaw).
125 INT FINAL: 1. Brandon Schneider (Cag); 2. Lance Rieman (Yam); 3. Dan Crouch (Yam).
125 PRO: 1. Ron Turner (Cag); 2. Larry Brooks (Hon); 3. Steve Liedberg (Hon).
250 BEG: 1. Rob Leeson (Yam); 2. Mark Matteson (Hon); 3. Bob Michael (Hon).
250 NOV: 1. Craig Sosa (Hon); 2. Loren Pochirowski (Hon); 3. Andy Barth (Yam).
250 INT: 1. Mike Magallanes (Yam); 2. John Hemme (Hon); 3. Mike Watson (Hon).
250 PRO: 1. Ron Turner (Cag); 2. Paul Denis (Kaw); 3. Doug O'Donnell (Suz).
500 BEG: 1. Jeff Carlson (Hon); 2. Eddie Vannatta (Hon); 3. David Lacombe (Hus).
500 NOV: 1. Mark Cummins (Hon); 2. Chuck Jordan (Hon); 3. Jeff Clausen (Hon).
500 INT: 1. Casey McCoy (Hon); 2. Kenny Garnica (Hon) 3. Frank Lavres (Hon).
500 PRO: 1. Mark White (Yam); 2. Larry Baker (Hon); 3. Willy Musgrave (Hon).
VET JR: 1. Tommy Pearl (Hus); 2. Tom Spurgin (Hus); 3. Tony Kautzman (Yam).
VET INT: 1. Scott Rissman (Suz); 2. Gilbert Zavala (Suz); 3. R. Thompson (Suz).
VET EX: 1. Jef Harriott (Hon); 2. Marino Bastionell (Suz); 3. Joe Broussard (Suz).

Kennedy/Bennett team takes win at Plaster City

By Diane Bell

PLASTER CITY, CA, MAY 13

The 250cc Expert team of Todd Kennedy and Jeff Bennett was the overall winner at the AMA District 38, C/M Cycle Team 200. "I got a good start", Todd said, "there were only three or four guys ahead of me and I passed them before the first check."

It was an early start to beat the desert heat, 7:30 am, and until the breeze came up, an extremely dusty race. Through the dust, Yamaha-mounted Kennedy emerged as the leader on the bomb run, and at the end of the first two loops was pulling away. Cagiva-mounted Bennett was pleased to take over the lead from partner Kennedy, which neither relinquished through the race. They were followed by the Open Expert team of Bruce Smith and Larry Wyatt. After a midpack start, Open Expert Leon Livingston worked his way up to third overall, and passed the riding chores to his Honda-mounted partner, Morgan Malocco. The 250cc Expert team of Matt Hope and Alan Seaman was next, nursing a flat tire on Hope's Yamaha.

During the third loop, Bruce Smith lost time due to a flat tire. The 250cc Amateur team of Steve Kosman and Bryan Hart was moving up through the ranks to third place, until transmission problems on Kosman's Yamaha forced them to drop back. This left Hope and Seaman (who had stopped to retrieve his KTM's front fender) firmly entrenched in third overall, second 250cc Expert. Taking over fourth overall for the remainder of the race was the Open Expert team of Scott Hatfield and Barkin' Tim Markin. Their goal had been to finish all 10 loops — fourth overall and second Open Expert was a nice bonus.

By halfway through the race, the first six overall positions had been decided. Now riding in fifth overall was the Vet Expert team of Brett Cushing and Ed Mundy. In sixth overall was the Yamaha team of Open Expert Steve Basin and his brother Ray, on a 125. Only these six teams completed the 10 loops.

In the 125s, after leading nearly half the race, Ron Desrosiers crashed hard. This forced his brother Dan to complete the remaining loops, and opened the door for the Expert Cagiva team of John Bird and Kirk Hester, who promptly took the lead and held it to the finish. "I thought I was going to have to iron man," said Bird, "because my partner didn't get here until five minutes before the start, due to truck problems." Moving into second 125cc, after a back of the pack start was the team of Bob Bird and Bob Bell.

The first Amateur across the line, is in 11th overall, was the team of Robbie Pippin and Chuck Lange, on Open machines. They were followed by the first Novice team of Orlando Apodaca and Scott Smith. These 250cc riders finished 12th overall.

Results

OPEN EX: 1. Leon Livingston; 2. Morgan Malocco; 3. Barkin' Tim Markin; 4. Scott Hatfield; 5. Steve Basin; 6. Roy Basin.

250 EX: 1. Todd Kennedy; 2. Jeff Bennett; 3. Matt Hope; 4. Alan Seaman; 5. Bill Lyons; 6. Andy Wetzel.

125 EX: 1. Kirk Hester; 2. John Bird; 3. Bob Bell; 4. Bob Bird; 5. Darin Cartwright; 6. Bill Mattox.

VET EX: 1. Ed Mundy; 2. Brett Cushing; 3. Claude Maynard; 4. Mort Maynard; 5. Bob Huff; 6. Robert Larson.

ST EX: 1. Roger Adsit; 2. Jim Adsit; 3. W.C. Thornton; 4. Charlie Baker; 5. Chuck Nelson; 6. Dick Dennison.

OPEN AM: 1. Robbie Pippin; 2. Chuck Lange; 3. Frank Bass; 4. Tom Bass; 5. Jeff Plourd; 6. John Fargo.

250 AM: 1. Dean McCoy; 2. Doug Hogan; 3. Rheynard Morgan; 4. Steve Plourd; 5. Bill Adsit; 6. Brian Martin.

125 AM: 1. Darrell Wagner; 2. Mike McCoy; 3. Ron Desrosiers; 4. Dan Desrosiers; 5. Joey Lane; 6. Tony Darr.

VET AM: 1. Bill Ammon; 2. Dick Hensley.

SR AM: 1. Lee Johnson; 2. Bob Thompson.

OPEN NOV: 1. Phil Kubeck; 2. Steve Bohannan.

250 NOV: 1. Orlando Apodaca; 2. Scott Smith; 3. Kregg Harn; 4. Dan Kelly; 5. Ray Kepple; 6. Gary Kepple.

125 NOV: 1. Steve Ruiz; 2. Ben Galindo; 3. Henry Casillas; 4. Tim Hosking; 5. Troy Adams; 6. Mitch Lance.

VET NOV: 1. Mike Govern; 2. Floyd Hudson; 3. John Hotaling; 4. Kirby Elser.

BEG: 1. Todd Preece; 2. Steve Tirpak; 3. Mike Tirpak.

Powers blossoms at Hillside

By M. Orr

BOYD, TX, MAY 12

Alan Powers found the right line around Mike Kidd's Hillside Raceway in Boyd, Texas as he outmaneuvered and outpowered Willie McCoy for the lead in the 250cc Junior short track main. McCoy captured the win in the first heat race ahead of James Huddleston, with Powers in third place. The second heat went to Trace Polson over Doug Roberts.

McCoy took the lead in the main with Powers, Roberts and Polson trailing. Polson took over third place from Roberts on lap two and joined in a three-way battle for the lead. By the end of the sixth lap, the leaders had to pass a lapped rider, and Powers found the inside more successful, as McCoy tried a high line around the number four corner. They had the same problem again on lap eight, with Powers again coming out ahead to take the flag first, with McCoy right behind him. Polson held off Chad McCracken for third place.

The Open Senior TT was another hotly-contested class. The first heat was a runaway for Sammy Sweet, with John Gladwill second. Heat two went to Kenny Tolbert ahead of Gary Kidd.

Rusty Gourley, who fell in his heat, grabbed the early lead in the main, with Kidd, Gladwill and Tolbert close behind. Sweet got off the line last, but passed two riders over the jump on lap two, while Tolbert passed Gladwill for third in the right hander. Sweet and Gladwill made two full laps side-by-side until lap four, when Sweet passed in the air over the jump, and took over the number four position to start chasing the three leaders. Gourley, Kidd and Tolbert rode three abreast down the backstraight at one point, but Gourley managed to pull ahead on the fifth lap, leaving Kidd to fight off the charge of Tolbert for two more laps, until he began to get some breathing room. Sweet nearly caught Tolbert by the end of the race, but had to settle for fourth place.

Results

TROPHY DASH: 1. Kenny Tolbert (H-D); 2. Sammy Sweet (H-D); 3. Rusty Gourley (H-D); 4. Billy Orr (Hon).

50: 1. Joe Gilbert Jr. (Yam); 2. Todd Way (Yam).

80 SR: 1. Mike Hale (Yam); 2. Chad McCracken (Yam); 3. Scott Williams (Hon).

125: 1. Trace Polson (Hon); 2. Mike Hale (Yam); 3. Chad McCracken (Yam).

250 JR: 1. Alan Powers (Yam); 2. Willie McCoy (Hon); 3. Trace Polson (Hon).

250 SR: 1. Scott Scherb (Hon); 2. Terry Newman (Hon); 3. Jack Yost (Yam).

OPEN JR: 1. David Best (H-D); 2. Alan Powers (Yam); 3. James Huddleston (Hon).

OPEN SR: 1. Sammy Sweet (H-D); 2. Rusty Gourley (H-D); 3. Andy West (H-D).

TT

OVER 30: 1. Douglas Anderson (KTM); 2. Wayne Ratliff (Yam); 3. James McQuaid (Yam).

50: 1. Todd Way (Yam); 2. Joe Gilbert Jr. (Yam).

60: 1. Tim Kay (Hon); 2. Clint Carlton (Kaw); 3. Glen Bolls (Yam).

80 JR: 1. Chad McCracken (Yam); 2. Todd Grauman (Hon); 3. Glen Bolls (Yam).

80 SR: 1. Mike Hale (Yam); 2. Trace Polson (Hon); 3. Rodney Dickerson (Kaw).

125: 1. John Williams (Kaw); 2. Bobby Shaw (Suz); 3. Kevin Switzer (Suz).

250: 1. Bobby Shaw (Suz); 2. Kevin Switzer (Suz); 3. Mike George (Hon).

OPEN JR: 1. Bobby Shaw (Suz); 2. Alan Powers

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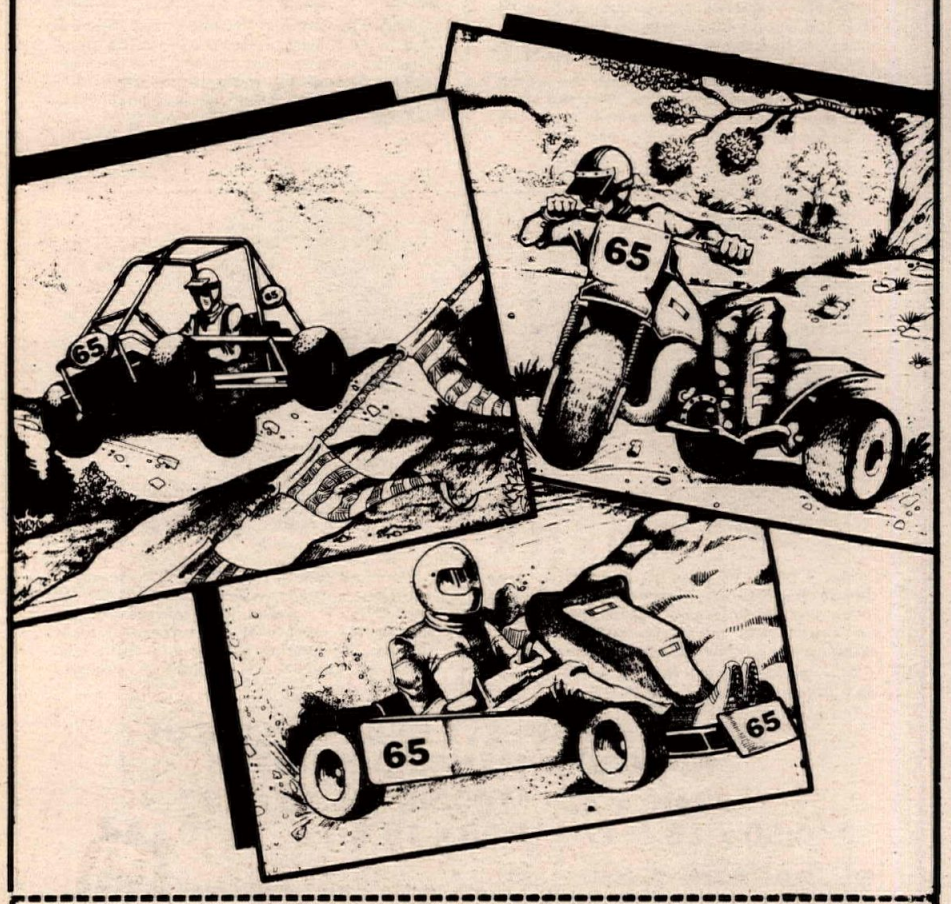

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PHOTO BY NATE RAUBA

Paul McLain (114) and Mark Decker fly through the Corona sky while competing in the 250cc Beginner class.

(Kaw); 3. Kevin Switzer (Yam).
OPEN SR: 1. Rusty Gourley (H-D); 2. Gary Kidd (Hon); 3. Kenny Tolbert (H-D).

Corona HSMX Series begins

By Nate Rauba

CORONA, CA, MAY 14

The first round of the 1984 High School Motocross Championships was held at Corona Raceway, with both Colton and Hemet High Schools coming out on top in their respective leagues. Colton will go into the final round with a 30-point cushion over rival Upland High, and Hemet holds a narrower 14-point lead over Corona-Norco.

Colton's Gordon Ward helped lead his team to victory by sweeping both the 250cc and Open Senior classes with wire-to-wire wins. Ward, who usually rides the Pro classes, was no match for his high school competitors as he opened up big leads in every race. Corona-Norco rider Mark Lopera also swept two classes in the 125 and 175cc Senior ranks, but it wasn't enough to help propel his school past Hemet in the end. Consistency paid off for the Hemet team, for although no Hemet rider took an overall and only one rider, Mike Neff, even won a moto, two of them almost always filled out second and third. Along with those who didn't fare as well, the team managed to compile enough points to edge Corona-Norco.

In unattached action, racing in the 250cc Beginner class was close, as Doug Miller (Yam) finished first overall without winning a moto. Bill Wilt (Kaw) took the holeshot in moto one, but soon went off the track. Sunwest Yamaha's George Ferrie took over first, but was quickly passed by Doug Funderburg (Suz) as Wilt reentered in fifth. By mid-moto Jim Peralta (Wheelsmith KTM) was close to Funderburg, but at the same time was feeling pressure from Wilt. Peralta and Wilt moved by a lap later, and heading into the final go-around Wilt was close enough to challenge for the lead. Wilt never completed the lap though; the win going to Peralta.

Funderburg shot to the front of the pack in the second moto, with Peralta moving in by the end of the opening lap. Steve Sequeira (KTM) was on the move after working up from a mid-pack start and passed both Peralta and Funderburg on the fourth lap. From then on it was Sequeira in command, but second was still to be decided. Peralta stayed fairly close to Funderburg but went out with a lap remaining. Yamaha-mounted Miller moved into third, and on the final lap pressured Funderburg until he got by. Miller's pass earned him the overall by way of his 3-2 finish. Funderburg's 2-3 gave him the runner-up slot.

Colton, Hemet clinch Corona HSMX titles

By Nate Rauba

CORONA, CA, MAY 11

Colton and Hemet High Schools continued their winning ways by each wrapping up the 1983-'84 Corona Raceway High School MX season with championships in their respective leagues. La Sierra was second to Colton, and Corona/Norco was the runner-up to Hemet.

Both schools earned their championships with consistent finishes by all riders. Mike Neff was the only rider to win a moto or an overall for Hemet. Neff swept the 250cc and Open Intermediate classes, while his teammates backed him up with finishes throughout the top five in most other classes. The only Colton rider to take a win was Don Litteral. His second-moto victory gave him the overall in the 250cc Novice class. All the other Colton riders gave their support, as most also placed in the top five of their classes.

In the mini ranks, Upland and Corona/Norco riders generally dominated. David Farris and Ron Jordan, both riding for Upland, took the lead of moto one in the Mini Senior class. Jordan stayed in his teammates' tracks until he went down on the second lap. Corona/Norco's Michael Brooks moved into second, and a lap later had Jordan on his tail as they both closed in on Farris. With two laps to go, Jordan's chain derailed and with the pressure off from behind Brooks slowed just enough to allow Farris to take an easy win.

Jordan took an early lead in the second moto, but gave it to Farris on lap one when he went off the track. Again Jordan lost a chain on the second lap and was forced to sit along the track and watch his teammate ride on to the win.

They all were back to do battle in the 100cc class. Farris won moto one, but Jordan came back in the second round to take the win.

Results

HIGH SCHOOL
WOMEN: 1. JoAnn Boone (C-N); 2. Robin Mizokami (Hem); 3. Tracy Cunningham (C-N).
MINI SR: 1. David Farris (Upl); 2. Michael Brooks (C-N); 3. Tony Heine (Hem).

100 NOV: 1. Michael Brooks (C-N); 2. Greg White (Hem); 3. JoAnn Boone (C-N).
100 SR: 1. Ron Jordan (Upl); 2. David Farris (Upl); 3. Tony Heine (Hem).
125 NOV: 1. John Holmes (Nor); 2. Steve Baker (L.S.); 3. Scott Fisher (L.S.).
125 INT: 1. Scott Burns (Nor); 2. Kevin Montgomery (Col); 3. Billie Paugh (L.S.).
125 SR: 1. Mark Lopera (C-N); 2. Scott Mapes (Nor); 3. Lloyd Egerson (Nor).
175 NOV: 1. John Holmes (Nor); 2. Tim Malcolm (C-N); 3. Derek Parsons (L.S.).
175 IN: 1. Scott Burns (Npr); 2. Kevin Montgomery (Col); 3. Robert Cadwell (Col).
175 SR: 1. Mark Lopera (C-N); 2. Lloyd Egerson (Nor); 3. Scott Mapes (Nor).
250 NOV: 1. Don Litteral (Col); 2. Tony Strangio (Upl); 3. Joey Picchiottino (Hem).
250 INT: 1. Mike Neff (Hem); 2. Keith Morabito (C-N); 3. Scott Yenzer (C-NO.
OPEN NOV: 1. Tony Strangio (Upl); 2. Joey Picchiottino (Hem); 3. Jeff Digby (Hem).
OPEN INT: 1. Mike Neff (Hem); 2. Scott Yenzer (C-N); 3. Fred Heacock (Col).
UNATTACHED
PEE WEE: 1. Eph Benjamin (Yam); 2. Joel Albrecht (Kaw); 3. Jeff Lewis.
MINI BEG 12-: 1. Robert Naber (Kaw); 2. Deric Garcia (Kaw); 3. Jeremy Albrecht (Kaw).
MINI BEG 13+: 1. Andres Chavez (Kaw); 2. Kevin Yamauchi (Kaw); 3. Kevin Esnault (Kaw).
MINI NOV: 1. Jason Collier (Yam); 2. Robert Shipman (Kaw); 3. Brian Royer (Hon).
MINI INT: 1. Ephraim Benjamin; 2. Kevin Bussey (Yam).
MINI EX: 1. Gene Baldwin (Hon); 2. Mike McLain (Kaw).
125 BEG I: 1. Philip Gould (Kaw); 2. Johnny Gil (Suz); 3. Matt Alamangos (Yam).
125 BEG II: 1. Roger Hauptman (Yam); 2. Ron Pierce (Yam); 3. John Sanpedro (Hon).
125 BEG III: 1. Charle Gonzales (Suz); 2. Phil Alamangos (Yam); 3. Mike Williams (Yam).
125 NOV: 1. Chris Winkler (Hon); 2. Tim Slayton (Yam); 3. B.J. Millspaugh (Yam).
125 INT: 1. Gary Lacy (Hon); 2. Jay Birmingham (Suz); 3. Murray Shackelford (Hon).
125 PRO: 1. Steve Liedberg (Hon); 2. Mark Decker (Yam); 3. Chad Barnes (Yam).
250 BEG: 1. Mike Toby (Yam); 2. John Romero (KTM); 3. Doug Miller (Yam).
250 NOV: 1. Mike Howard (Yam); 2. Michael Rix (Suz); 3. Mark Brucks (Hon).
250 INT: 1. Ron Lawson (Yam); 2. Todd Cunningham (Suz); 3. Mark Brucks (Hon).
250 PRO: 1. Chris Fleming (Suz); 2. Dane Pateo (Kaw); 3. Paul McLain (Hon).
OPEN BEG: 1. Robert Temple (Mai); 2. Jim Wells (Hon); 3. Jesse James (Yam).
OPEN NOV: 1. Chris Micklos (Hon); 2. Tim Jones (Hon); 3. Don Abdella (Mai).

Brown gets three at CMMC Barona Oaks MX

By Rod Eschenburg

SAN DIEGO, CA, MAY 6

Honda hotshoe Scott Brown had no trouble with the California Mini Motorcycle Club's regulars at Borona Oaks, sweeping the 105cc Open and the minicycle Stock and Modified Expert classes.

Brown's only competition came in the 105s, when the spirited duel for second between Expert Mike Craig and Intermediate Anthony Gorin moved them close to the leader at times. Craig took the runner-up spot.

Gorvin, riding for Honda-Suzuki of Poway, had a great battle with Kawasaki rider Don Burke in the Intermediate ranks. Gorvin squeaked out a close win in the Stock class, but Burke reversed the order in the Modified results.

The ever-large Mini Novice ranks saw Chris Broders go two for two over fellow Kawasaki rider Matt Browne in the Stock division, only to have the tables turned in the Modifieds. Browne, a much-improved rider, scored a fine come-from-behind second moto win for a tiebreaker victory over Broders.

In 125cc motorcycle action, Bader Manneh went two for two in the Open Payback class over Intermediates Cory Falter (Kaw) and Frankie Brundage (Suz). It wasn't easy for Manneh, however, with Falter right on him in the opening laps of both motos. Manneh said later, "Either I'm slowing down or those Intermediates are awful fast!"

Results

MINICYCLE
105 OPEN RIDER: 1. Scott Brown (Hon); 2. Mike Craig (Yam); 3. Anthony Gorin (Suz).
STK EX: 1. Scott Brown (Hon); 2. Mike Craig (Yam).
MOD EX: 1. Scott Brown (Hon); 2. Mike Craig (Yam).
STK INT: 1. Anthony Gorin (Suz); 2. Don Burke (Kaw); 3. Tommy Clowers (Hon).
MOD INT: 1. Don Burke (Kaw); 2. Anthony Gorin (Suz); 3. Steve Furuya (Kaw).
STK NOV (12-16): 1. Chris Broders (Kaw); 2. Matt Browne (Kaw); 3. Marc Burnett (Kaw).
MOD NOV (12-16): 1. Matt Browne (Kaw); 2. Chris Broders (Kaw); 3. Mike Berkley (Yam).
STK NOV (9-11): 1. Justin Rich (Kaw); 2. Dennis Dahlin (Kaw); 3. Ryan Hughes (Yam).
MOD NOV (9-11): 1. Dennis Dahlin (Kaw); 2. Ryan Hughes (Yam); 3. Lars-Eric Larson (Yam).
BEG (12-16): 1. John Nicita (Suz); 2. Robert Bergstrom (Yam); 3. Todd Clegg (Kaw).
BEG (9-11): 1. Travis Cory (Hon); 2. Steve Vargas (Yam); 3. Troy Lemke (Hon).
125 MOTORCYCLES
OPEN PAYBACK: 1. Bader Manneh (Hon); 2. Cory Falter (Suz); 3. Frankie Brundage (Kaw).
STK EX: 1. Mark Scott (Hon); 2. Curt Scanton (Yam).
MOD EX: 1. Mark Scott (Hon).
STK INT: 1. Cory Falter (Suz); 2. Frankie Brundage (Kaw); 3. Thane Zito (Kaw).
MOD INT: 1. Mike Allen (Suz); 2. Michael Dickerson (KTM); 3. Thane Zito (Kaw).
STK NOV: 1. Lance Barnett (Kaw); 2. Rodney Howe (Hon); 3. Scott Greenwood (Hon).
MOD NOV: 1. Lance Barnett (Kaw); 2. Rodney Howe (Hon); 3. Matt Schumsky (Kaw).
BEG: 1. Wes Morgan (Yam); 2. Art Higgins (Suz); 3. Ian Merriam (Hon).
JR CYCLE
STK (9-11): 1. Tommy Clowers (Hon); 2. Justin Rich (Kaw); 3. Jesse James (Kaw).
MOD (9-11): 1. Sean Thornton (Kaw); 2. Jesse James (Kaw); 3. Dennis Dahlin (Kaw).
STK (0-8): 1. Jimmie Johnson (Hon); 2. Justin Urata (Kaw); 3. David Ochoa (Kaw).
MOD (0-8): 1. Jimmie Johnson (Hon); 2. Justin Urata (Kaw); 3. Joshua Liscum (Hon).
STK PEE WEE: 1. Sammy Vella (Yam); 2. David Ochoa (Yam); 3. Carl Brown (Yam).
MOD PEE WEE: 1. Sammy Vella (Yam); 2. Carl Brown (Yam); 3. Scott Sweeney (Yam).

Ward grabs two at SRA GP

By Jeannette Fisher

VALENCIA, CA, APR. 29

Seventeen-year-old Gordon Ward was the big winner at the Southland Racing Association's Indian Dunes grand prix, taking the 250cc and Open class overall wins.

Ward's first win came in the Open class, where he took the lead early and eventually stretched it to half a lap by the time he took the checkered flag. Randy Morales finished second overall.

Ward repeated his act in the 250cc event, taking the lead early and leading Craig Adams and Greg Fountain across the finish line.

Danny Sanchez, who finished third in the Open class, returned to the track and nabbed the overall win in the Vets class. David Aldana, who seems to compete in a little of everything, worked his way up from a bad start to finish second overall, first 250cc.

In the 81-200cc race, Shannon Shamblin led it most of the way, only to be passed in the final laps by Cagiva's Duane Summers for the overall win. Shamblin wound up second with Jay Stranger third.

In the Senior class, Malcolm Smith's Ron Dugan led from start to finish. Robert Dahlgren finished second overall and second 250, with first Open rider Ed Duncan third. ●

Results

1. Mike Sandoval (Am); 2. #46 (Am); 3. Jimmy Summers (Nov); 4. Jon Haddad (Nov); 5. Chris Holmes (Nov); 6. Steve Wamboldt (Am); 7. Brian McCorkle (Beg); 8. Scott McClymont (Beg); 9. John Zack (Beg); 10. Derek Conner (Beg).

81-200: 1. Duane Summers (Ex); 2. Shanon Shamblin (Ex); 3. Jay Stranger (Ex); 4. Larry Thompson (Ex); 5. Rob Miller (Ex); 6. David Wentz (Ex); 7. Craig Seeley (Nov); 8. R. VanDerLinden (Nov); 9. Chris Bamsey (Nov); 10. Mark Vanscourt (Am).

251-OPEN: 1. Gordon Ward (Ex 40); 2. Randy Morales (Ex 37); 3. Danny Sanchez (Ex 34); 4. Wayne Martin (Ex NP); 5. Paul Huffman (Ex 31); 6. Phil Linskens (Am 35); 7. Mike Neff (Nv NP); 8. Richard Kastner (Am 32); 9. Dirk Houghton (Am 29); 10. Craig Adams (Ex 29).

SR: 1. Ron Dugan (250 Ex 40); 2. Robert Dahlgran (250 Ex 37); 3. Ed Duncan (Op Ex 40); 4. Danny Drew (Op Am 35); 5. Vern Heth (200 Ex 34); 6. Steve Bussell (250 Ex 31); 6. Harry Thornburg (Op Ex 37); 7. David Atkinson (Op EX 34); 8. Lanny Lehigh (Op Nv 30); 9. Roger Jensen (250 Nv 30).

VETS: 1. Danny Sanchez (Op Ex 40); 2. Dave Aldana (250 Ex 40); 3. Peter Bryk (250 Ex 37); 4. Tore Anderson (250 Ex 34); 5. Rick Sowma (Op Ex 37); 6. No Entry; 7. Ralph Mendenhall (Op Am 35); 8. Patrick Mullis (Op Nv 30); 9. Chuck Wahl (Op Am 32); 10. DeWayne Boese (250 Am 35).

201-250: 1. Gordon Ward (EX NP); 2. Craig Adams (Ex 40); 3. Greg Fountain (Ex 37); 4. Brett Duncan (Ex 34); 5. Wayne Martin (Ex 31); 6. Rob Hall (Ex 29); 7. Joey Tuttobene (Am 35); 8. Brian Fountain (Am 32); 9. Ronnie King (Am 29); 10. Jerry Lowell (Ex 25).

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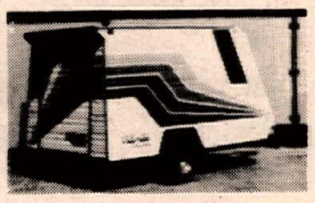

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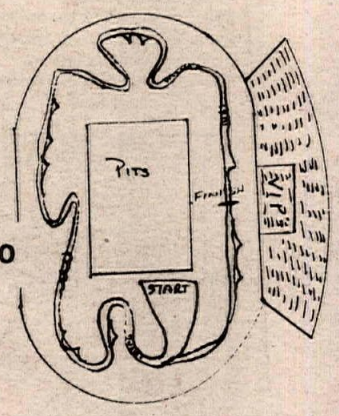

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CALENDAR

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibilty of the promoter. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

1984 Grand National Camel Pro Series

6/2	HM/Louisville, KY
6/9	HM/Harrington, DE
6/8-10	RR/Elkhart Lake, WI
6/16-17	RR/Loudon, NH
6/22	TT/Hinsdale, IL
6/23-24	RR/Pocono, PA
6/30	HM/Lima, OH
7/7	ST/St. Louis, MO
7/14	HM/Hagerstown, MD
7/21-22	RR/Monterey, CA
7/28	M/Du Quion, IL
8/5	M/Chicago, IL
8/12	TT/Peoria, IL
8/18-19	RR/Sonoma, CA
8/25-26	M/Indianapolis, IN
9/1-2	RR/Brainerd, MN
9/9	M/Syracuse, NY
9/16	M/San Jose, CA
9/21	HM/Gardena, CA
9/22	5/8M/Los Alamitos, CA
9/29-30	RR/Lexington, OH
10/6	M/Sacramento, CA
10/14	M/Springfield, IL

Insport/Wrangler Supercross Series

6/2	Pasadena, CA
7/14	Buffalo, NY
7/28	Foxboro, MA
TBA	San Francisco Bay Area
TBA	Los Angeles Area
TBA	San Diego Area

AMA/Bel-Ray Motocross Series

6/24	Carlsbad, CA
7/1	Buchanen, MI
7/8	New Berlin, NY
7/22	Binghamton, NY
8/5	Millville, MN
8/12	Denver, CO
8/19	Washougal, WA

AMA Superbike Championship Series

6/9	Elkhart Lake, WI
6/16	Loudon, NH
6/23	Pocono, PA
7/21	Monterey, CA
8/12	Portland, OR
8/18	Sonoma, CA
9/1	Brainerd, MN
9/9	Kent, WA
9/16	Rosamond, CA
9/29	Lexington, OH
11/4	Daytona Beach, FL
TBA	Woodbine, NJ

WERA National Endurance Road Race Series

6/2	Braselton, GA
6/9-10	Rosamond, CA
7/7	Faulkville, GA
7/14	Loudon, NH
7/28-29	Warren, OH
9/1	Woodbine, NJ
9/22	Summit Point, WV
10/6	College Station, TX
10/13	Elkhart Lake, WI
11/10	Braselton, GA

World Championship Endurance Road Race Series

6/3	Spain
6/24	Austria
7/29	Japan
8/18-19	Belgium
9/2	Germany
9/16	Italy
9/22-23	France

World Championship Road Race Series

6/11	France
6/17	Yugoslavia
7/1	Holland
7/8	Belgium
8/5	England
8/11-12	Sweden
9/2	San Marino

World Championship MX Series

125cc

6/3	Switzerland
6/17	San Marino
7/8	France
7/15	Spain
7/29	Sweden
8/5	Finland
8/12	Luxemburg

250cc

6/3	Italy
6/24	Germany
7/8	NEW BERLIN, NY
7/15	Netherlands
7/22	Belgium
8/5	Switzerland
8/19	Finland

500cc

6/3	Germany
6/17	Netherlands
6/24	CARLSBAD, CA
7/1	Canada
7/21	England
8/5	Belgium
8/26	Italy

Sidecar

6/24	Belgium
8/12	Germany
8/19	Germany
8/26	Denmark
9/9	Spain
9/16	Italy

World Championship Trials Series

6/10	WATKINS GLEN, NY
6/17	Canada
7/1	Austria
7/8	Switzerland
9/2	Finland
9/9	Sweden

AMA National Enduro Championship Series

6/3	Hamilton, WA
6/17	Crescent City, CA
7/8	Athens, OH
8/5	Wellsboro, PA
8/19	Moorestown, MI
9/2	Winterest, IA
9/9	Lynnville, IN
10/28	Bear, DE

AMA/Hi-Point Grand National Hare Scrambles Championship Series

6/24	St. Johns, PA
7/15	Windsor, MA
9/16	Millville, MN
10/14	Midland, MI

AMA National Championship Reliability Trials Series

6/8-10	Rose City, MI

AMA Western Region Dirt Track Championship Series

Scrambles

7/4-5	Boyd, TX
8/7-8	Gardena, CA

Short Track

6/30-7/1	Boyd, TX
8/11-12	Bakersfield, CA

Half Mile

7/6-7	Dallas, TX
8/14-15	Gardena, CA

AMA Amateur Motocross National Finals

8/15-18	Hurricane Mills, TN

AMA/NATC National Observed Trials Championship Series

6/2-3	Rhode Island
6/9-10	New York
7/4	Colorado
7/7	Wyoming
8/25-26	Washington
9/1	Oregon
9/3	Washington

AMA Dragbike National Championship Series

6/3&10	TBA
6/17	Kansas City, MO
6/23-24	Fremont, Ca
6/29-30	San Antonio, TX
7/14-15	TBA
7/28-29	Columbus, OH
8/19	Reading, PA
9/1-2	TBA
9/8-9	Byron IL
9/22-23	TBA
9/29-30	St. Louis, I
10/21	West Palm Beach, FL
10/28	L.A. County, CA
11/3-4	Houston, TX
11/17-18	Gainesville, FL

NMRA/NHRA 1984 Drag Race Schedule

6/2-3	Warner Robbins, GA
6/9-10****	Columbus, OH
6/23-24	East Haddam, CT
6/30-7/1	Columbus, OH
7/14-15*****	Englishtown, NJ
8/11-12*	Washington, DC
8/18-19**	Brainerd, MN
8/25-26	Columbus, OH
9/1-3******	Indianapolis, IN
9/22-23	Las Vegas, NV
10/6-7	Atco, NJ
10/13-14**	Pomona, CA

*Dates are Tentative
**Pro Stock only
****Top Fuel only
*****Funny Bike only
******Top Fuel and Funny Bike only

AMA Championship Cup Endurance Series

6/17	Grand Rapids, MI
7/7	Warren, OH
7/21	Braselton, GA
9/1	Faulkville, GA
10/6	Summit Point, WV
11/3	Daytona Beach, FL

NMA Grand National Championship Series

Regional Qualifiers

Western 1

6/3	Sunrise, CA
6/10	Saddleback, CA
6/24	Saddleback, CA
7/7-8	Barona Oaks, CA

Western 2

6/3	Brentwood, CA
6/10	Hollister, CA
6/16	Madera, CA
6/24	Brentwood, CA

Tri-State

6/2	Clarkia, ID
6/17	Missoula, MT

Rocky Mtn. 1

6/2	Castle Rock, CO
6/3	Castle Rock, CO

6/17 Trinidad, CO

Ozark

6/15-17 Oklahoma City, OK Interstate
6/30-7/1 Tulsa, OK

High Plains

6/17 La Fors, TX

Midland

6/10 Midland, TX

Rocky Mtn. 2

6/16 S.L. City, UT
6/17 S.L. City, UT

Northwest

6/2 Roseberg, OR
6/23 Yakima, WA

Arizona

6/2 Firebird, Phnx, AZ

Southwest

6/10 Farmington, NM

Central

6/16 Columbia, MO
6/24 Wisner, NB

Texas

6/16-17 Houston, TX

Grand National Final

8/6-12 Ponca City, OK

CMC Four-Stroke Nationals

9/2 Orange, CA
12/2 Carlsbad, CA

SCORE Off-Road Series

6/1-3 Baja Internacional
9/14-16 Off Road Championship Riverside, CA
11/1-4 Baja 1000

Other Major Events Abroad

6/2-8 Isle of Man RR Isle of Man
6/17 Pairs Speedway Championship Finals, Longo, Italy
7/1 Formula One TT Assen, Holland
7/15 Formula One TT Vila, Portugal
8/18 Team Speedway World Championship, Leszno, Poland
8/19 Formula One TT Dundrod, Ireland
9/1 Individual Speedway World Championship, Gothenburg, Sweden
9/2 Coupe des Nations Dalencin, Czechoslovakia
9/9 Motocross des Nations Ruskeasanta, Finland
9/16 Trophee des Nations Varberg, Sweden
9/16 Trial des Nations Myslenice, Poland
10/1-6 ISDE Assen, Holland

Yamaha Gold Cup Series

6/3 Spokane, WA
6/10 Omak, WA
7/8 Washougal, WA
7/15 Mt. View, OR
7/22 Mulkey, OR
8/5 Thurston Co., WA

EVERY WEEK

Tuesday

SPEEDWAY RACING
Stanislaus County Fairgrounds, Turlock, CA. Hwy 99 to Fulkerth off-ramp. ⅛ mi oval, 1st class seating. Gates open 6pm, race 7:30. Entry: rider/-mech. $7, spectators $5, kids 7-12 $2. Free parking. Fast Track Promotions, Inc. Info: 209/784-2674.

Wednesday

CALIFORNIA

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd exit. Use south entrance. All classes. ships. Gates open 5pm, races 7. Info: 415/651-2545.

AMA CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, San Bernardino, CA. 898 S. Arrowhead Ave., Orange Show Rd. Exit off 215 Frwy., National Orange Show Fairgrounds. Three divisions, $1275 purse or 30% of gate. Handicap and Scratch comp. Gates open 6:30 p.m. first race 8. Entry $7 per rider and mechanic. Admission $5.50 per person, 6-12 $2. Info. Wed. only 714/884-4092, 818/446-0969 or 818/446-2241 (Kay Rutherford).

CMC ASCOT MOTOCROSS
Ascot Park, Gardena, CA. 18300 Vermont Ave. Free parking. Gates open 5 p.m., prac. 6-7, race 7:30. Entry $12, CMC license req. (may purchase at track). Spectators $5.50, Jrs. $3.50, kids $1. Info 714/261-6116.

Thursday

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east to left on Hannegan Rd. 1¼ mi. north on right. 50cc-Open, separate C class motos. Gate 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing. Huevter, ID. 2 mi. west of Couer d'Alene on Old Hwy 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, troph. to Am. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

CALIFORNIA

AMA SPEEDWAY MOTORCYCLE RACES
Baylands Raceway Park, 4433 Christy Ln., Fremont, CA. 22 events, 1st, 2nd and 3rd divisions. 1/7 mile track, gates open 6:30 pm, first race 8. Admissions: $6 adults, $3 kids, under 6 free. Free parking and programs. Info 415/651-2545.

Friday

CALIFORNIA

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from L.A./Orange County — Pierce off-ramp, rt on Pierce to Magnolia, rt on Magnolia to Buchman, rt on Buchman takes you to track. All classes. 30% trophs to Sptsmn. 150% Pro pb. Gates open 5 p.m., prac 6, race 7. Entry: $10, $15 Pro. Info 714/735-1705 or 689-1913.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. N. 17 miles to corner of Camino Diablo and Vasco Rds, turn right. All classes, 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 7:30. New night and track. Entry $15, $20 Pros. Adm $15. Info Tom Anderson 415/671-2859 or 634-3328.

SACRAMENTO STADIUM MX
Sacramento, CA. Sacramento Rcwy. Take Hwy 50 to Bradshaw Rd. South to Jackson Hwy. then East to Excelsior Rd. All classes, 30% trophy, 100% Pro pb. Gate 5pm, prac 6, race 7:30. Gate $5, all entries $5. Info: 916/363-2653.

COSTA MESA SPEEDWAY
Costa Mesa, CA. Orange County Fairgrounds, South end of Newport (55) Frwy. Gates open 6:30 p.m., first race at 8. Info 714/492-9933.

TEXAS

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd. off Hwy 59 N. All classes. Troph. thru 6th to Am, 100% Ex p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

CALIFORNIA SHORT TRACK
Cycleland Speedway, 14 mi S. of Chico, CA at Hwy 99E and Nelson Rd. Classes: 80cc, 125 two-str/200 four-str, 250, 500cc. 20% troph, 80% semi-Pro pb. Gate opens 6pm, prac 7, race 8. Entry: spect $4, riders $9. Exp $14. No motorcycles in July, only dirt karts. Info: Lowell Moural 916/342-0063.

SADDLEBACK MX (SMX)
Saddleback Park, Orange, CA. Frwy. 55 to Chapman exit, east 7 mi to Santiago Canyon Rd. Right to county fire station, left on rd. past fire station. Gate opens 7:30am, prac 8-8:30, race 9:00. Pros and Sprtsman race 30 min. motos. Entry $12 Sptsmn, $15 Pro. Memb. reqd., avail at track. 33% troph. Info: 714/831-3482.

AMA SPEEDWAY RACING
Napa Town & Country Fairgrounds, 5757 Third St, Napa, CA. Hwy 29 to Soscol Ave to Silverado trail, free parking. Purse: $1225 or 30% of gate. Gates open 6:30pm, racing 7:30. Mother Goose Racing Ent. Info: 707/252-8772 Dennis Robinson.

TEXAS

MIKE KIDD'S SHORT TRACK/TT
Mike Kidd's Hillside Raceway, Boyd, TX. Take FM 730 south 3 miles from Boyd, TX to FM2048 west. Follow signs. (25 miles NW of downtown Ft. Worth.) All classes — 50cc to Open, with troph. and cash. Amateur entries $10/first class, $7/second class. Pros $12 with 100% payback. Gate open 5 p.m., prac. 7, race 8. Info 817/433-5559 or 433-5587.

WASHINGTON

HANNEGAN NIGHT FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east, left on Hannegan Rd. 1¼ mi. north on right Mini-Open, Am & Semi Pro. Gate 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

CALIFORNIA

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn trop., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-8068, 5840, 7979.

TEXAS

TEXAS DIRT TRACK RACES
AMA Half Mile dirt track races. Races are held at various race tracks in Texas all of 1984 season. Pro-Am $500 to win the 500-750cc main. Call Bob Bagwell for info at 817/488-9133.

June 1

MOTORCYCLE SWAP MEET
National Orange Showgrounds, San Bernardino, CA. I-215E to Orange Show Rd. Exit. 1000s of parts, access. and bikes. Area for use: 10x10 space $20, 10x15 and prime space $30. Bikes for sale, $10 each. Move in 1-4 pm. Show open to public 6 to 10pm. Info 714/495-4545 (24 hrs) or 495-0515.

AME CALIFORNIA MOTOCROSS
Indian Dunes Park, Valencia, CA. 2 miles west of I-5 on Hwy 126. All classes. 30% troph, $15 pb. Gates open 5 pm, prac 7, race 8. Entry $14, $20 Pros. Budweiser Summer Series. Info Shirley Shore 818/881-5778.

June 2

SUPERBOWL OF MOTOCROSS
Pasadena Rose Bowl. Insport/Wrangler Supercross Series. Tickets: $12-$18 reserved. $7.50-$9 kids. Gen. Adm. $9. Order by phone: 213/410-1062 or 714/634-1300 or 619/231-3554.

CENTRAL WASHINGTON MOTOCROSS
Horn Rapids ORV Park, Richland, WA. 4 miles north of Richland on Hwy 240. Turn north on Gross Cup Rd. All classes, 40% ama troph, 100% Pro pb. Gate opens 8 am, prac 9, race 10. Entry $15 ama, $25 Pro. R and R Promotions. Info Ross Roberts 509/575-1843.

CMC CALIFORNIA MOTOCROSS
Little Okie, Madera, CA. Take Hwy 99 north to Ave 12 east to Rd. 29. Take Rd. 29 to Ave 13½ east to Rd. 29¼ north at end of road. All classes, includ. 3-wheel. All classes 30% trophs, 100% Pro pb. Gate opens 5 pm, prac 6, races 7. Sponsored by Petty Products. Entry $5 gate, $15 Jr & Int., $20 Pro. Info Pat Pipes 209/673-8080.

NMA ARIZONA QUALIFIER
Firebird Int'l Raceway, Chandler, AZ. I-10 to Maricopa Rd. All classes. 33% trophs, 100% Ex. pb. Gate opens 4:30 pm, prac 6. Must race 4 of 5. Info 602/795-2238 (Ron Keyes).

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Indian Dunes
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Thurs. Jun. 7 Ody, 3 Whlrs
Fri. Jun. 8 Motocross

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June 3

CENTRAL WASHINGTON MOTOCROSS
Yakima County ORV Park, Moxee, WA. 13 miles east of Yakima on Hwy 24. All classes, 40% ama trophy, 100% Pro pb. Gate 8 am, prac 9, race 10. Entry $25 Pro, $15 ama. R and R promotions. Info Ross Roberts 509 575-1843.

BRA SPEARFISH MX
Spearfish, SD. Belle Fourche exit, off I-90 Spearfish, SD, north 1 mile. All classes, 33$ sptsmn trophy, Pro pb and pts fund. BRA pts race, pts to all classes toward pt fund or championship trophies. Sign-up 9 am, prac 10, race 11. Entry $15 Pro, $10 sptsmn, add $3 for non-memb. Info 605/348-8361 Dale Friend.

AME CALIFORNIA MX
LA County Raceway, Palmdale, CA. I-5 to Hwy 14 toward Palmdale, off on Pearblossom Hwy, 5 miles east to 1st stop light, staight past stop light 1 mile, track on right side of Ave. T. All classes, free O/N parking. Gate opens 7 am, prac 8, race 9:30. Entry $13, $20 Pro, memb. reqd. Info Shirley Shore 818/881-5778.

NDMA NORTH DAKOTA MOTOCROSS
Beulah, ND. All classes, 200% Pro pb. Races start 1 pm. Entry $10 Pro, $7.50-A, $5-B. North Dakota M/C Assn. Info 701/227-1135 Jim Peters.

CMC CALIFORNIA MOTOCROSS
Riverfront Park, Marysville, CA. Park entrance at 1st and F Street. (South end of town). All classes includ. 3-wheel. No pit bikes, parts in pits, concessions. Prac 7:30 am, race 9. Entry $15 sptsmn, $20 Pro, $10 ATV, $4 watch. CMC or AMA cards accepted. Info 916/695-2727 Charlie Saxton.

CMC 4-STROKE CHAMPIONSHIPS
Saddleback Park, Orange, CA. Take 55 Frwy to Chapman exit, go east 7 miles, turn right on Santiago Canyon rd., past county fire station, turn left into park. All 4-stroke classes. Valve plaque to O/A winners. Run on modified Baja course. Gate 7:30 am, prac 8, race 9:30. Entry, Open Pro $25, others $15. No license reqd. Info 714/261-6116.

AME CALIFORNIA MX
Santa Maria, CA. Hwy 101 at the North Broadway exit. All classes, 30% sptsmn trophy, 100% Pro pb. Gate opens 6:30 am, sign-up 7-8:45, prac 8-9, race 9:30. Gate fees: weekdays $2, wknds $4, raceday $5. Closed and Tues. Entry $12, $20 Pro. Info Sharon Lingerfelt 805/925-0055.

TEXAS TAG-TEAM RACE
From Houtson, IH 45 N to Huntsville, US 190 east to Waterwood Pkwy, turn left, go to FM 980, follow arrows. All classes, youth and women 1 hr (8-9am), all others 5 hours, (10-3 pm). 2 riders, one or two bikes. Class determined by largest bike and more exp. rider. Prac all day Saturday. Entry TRH men $9, non-mem $15. Trail Riders of Houston. Info Bob Newlin 713/946-8538.

OREGON ANTIQUE CYCLE SHOW
Corvallis, OR. Benton County Fairgrounds, 110 SW 53rd. Inside arena in case of rain. Concours judging classes: Antique, Classic, Modern Classic. No choppers or customs. Open noon-4 pm, Free parking. Public admission $2, under 12 free. Info Dennis Frye 503/252-4261.

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd., right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up 7:30-8:30, prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/ 261-6116.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph to 5th. $1005 Ex. purse, 15 rider min. class. 100% Pro payback. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac 9:30 a.m., race 11. Entry: gate $5, Am $10, Ex $20. Info Bill Law 214/882-4215.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd. 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov. sign up 7 a.m., prac. 8, race 9; Int/Ex. sign up noon, race 1:30. Gate $5 adult, under 8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

NMA WESTERN II QUALIFIER
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd.N. 17 miles to corner of Camino Diablo and Vasco Rds., turn right. All classes, 30% Sptsmn trophy, 100% Pro pb. Gates open 6:30 am, prac 8:30, races 9. Entry $5 watch, $15 sptsmn, $20 Pro. Info Tom Anderson 415/671-7859 or 634-3328.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 619/565-2406 (Les), 619/448-7885 (Margie).

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa international Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex. prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex. race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Td, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

CMC CALIFORNIA MOTOCROSS
Riverfront Park, Marysville, CA. Entrance to park is on First St., between E & F, downtown Marysville. All classes, includ Mini, Vet, OT, 3-wheel. Prac 7:30 am, 1st race 9. Benefit for Chamber of Commerce Building Fund. Entry $15 plus $5 Pro, others $15, 3-wheel $10. Admission $4, 6-12 $1. No pit riding. Info Charlie Saxton 916/695-2727.

AMA/D-36 CALIFORNIA MOTOCROSS
Sears Point Int'l Raceway, Sonoma, CA. All classes includ. OT, Vets. 30% trophs, cash to pros. Gates open 7 am, prac 8:30, race 10. Entry $15, plus $5, Exp. gate fee. Info Bob Rosa 408/-394-8225.

TEXAS MOTOCROSS
Alvin, TX. Take 45 north Ex 517, right on 517 8 miles. On left, look for signs. All classes, troph thru 5th. Ex 100% pb. Gates open 7 am, prac 9, race 10. Entry $6 at gate, $11 Am, $20 Ex. Info Darrell Brezina 713/984-9307.

CRC AMATEUR ROSE BOWL
Indian Dunes Park, Valencia, CA. 2 miles west of I-5 on Hwy 126. All classes, 30% large, stadium-type troph, cash to Pros. Rose Bowl track recreated for an Amateur program. Gates open 8, prac 9, races 10:30 am. Sponsored by Van Nuys Cycle. Entry all $15 by mail, $20 post. CRC memb. reqd. Info 213/830-7519.

June 8

AME CALIFORNIA SUPERCROSS
Mesa Marin Speedway, Bakersfield, CA. Go into Bakersfield on Hwy 99, take Hwy 178 east 3 miles to track, on right. All classes, split program $2000 purse, 30% Spstmn trophy. Gates open 4 pm, races 5-8 for Sptsmn, 8-11 Int and Pro. Practice 5 & 8. Entry $20 Pro, $12 Sptsmn, includes gate. Admission $5 and $2 pit pass. Membership reqd $20. Professional program, time schedule is ··rm! Star Inc. Info 805/324-6041.

OTHG CALIFORNIA MX
Indian Dunes, Valencia, CA. 2 miles west of I-5 on Hwy 126. Reg. Over The Hill Gang classes. Info Runover Ron 714/783-1240.

CRC NIGHT MOTOCROSS
Indian Dunes Park, Valencia, CA. 2 miles west of I-5 on Hwy 126. All classes includ. 3-wheel. 30% troph, cash to Pros. Sign-up 6 pm, prac 7, races 8. Entry $12 Sptsmn, $15 Pros, memb. reqd. Info 213/830-7519.

CALIFORNIA M/C SWAPMEET
Los Angeles County Fairgrounds, Pomona, CA. Thousands of used and new parts and accessories on sale. Hours 6pm - 10pm. 24 hour info 213/588-0763.

June 8-10

SDRA DELAMAR 400
Crystal Springs, NV. North of Las Vegas on Hwy 93. Two, 200-mile loops, easy to prerun. All reg Pro M/C and ATV classes. $1000 to winner of each class. 1st race of Nevada Triple Crown O-R C'ship. Entry $300 plus $45 insurance. Info 702/459-0317.

June 8-Aug.31

RUSS DARNELL U.S. TOUR
Starts in Calif., goes thru 30 states, returns to Calif. 12 week MX training program. Includes bike, mechanic, travel exp., food, lodging, racing, complete riding gear, career counseling, racquetball inst. weight training, mental prep, much more. Only 10 spots available. $8500. Americross tours by Russ Darnell. Info 714/980-3212.

June 9

BRA SDGP MOTOCROSS
Watertown SD. All classes, includ 3-wheel. Pro pb and pts fund, 33% Sptmsn trophies. Sign-up 9 am, prac 10, race 11. 7th race of SDGP series, pts awarded to all classes. Entry $15 Pro, $10 Sptsmn, add $3 for non-memb. Info Dale Friend 605/348-8361.

AMA/D-27 SHORT TRACK
Rainier, WA. 15 miles SE of Olympia, WA off Hwy 507. Full Youth and Amateur program, 50cc-Open A & B classes. 33% troph. Race rain or shine, silencers reqd, D-27 pts. Gate opens 6 pm, prac 7:15, race 8. Entry $5/class. Info Mike or Marilyn Waggoner, 206/264-4619.

KIDS DESERT RACE
Limed from "Y" Cafe to Camp Rock Road and Anderson Dry Lake in Lucerne Valley. Classes: 0-80cc and 6-13 yrs old. 50% trophies and finisher pins. Race for 30 minutes plus 1 lap on a 2 mile course. Race 4:30 Satuday afternoon. Entry $5. Info Charles Sims 714/521-7788.

AMA/D-36 CALIFORNIA SHORT TRACK
Lodi Cycle Bowl, 5801 E. Morse Rd., Lodi, CA. All classes, includ. Semi-Pro and 3-wheel. Gates open 5 pm, sign-up 6-7, prac 6, races 8. Admission $4. Entry $10 Sptsmn, $13 Semi-Pro. Info Barbara 209/368-7182 or 931-3722.

June 9-10

AMA DUAL EUROPEAN SCRAMBLES
Limed from "Y" Cafe in Lucerne Valley to Camp Rock Rd. and Anderson Dry Lake. All desert classes, ATV, kids on Sat pm. Two days of racing on two, 8-mile courses. Vets first then Srs, 0-175cc, 250, Open. Sign-up open Friday night. 10% trophies. First race 9 am Sat, 8 am Sun. Entry $14 each race, kids $5. Desert Vipers, Info Charles Sims 714/521-7788.

AFM ROAD RACE
Sears Point Int'l Raceway, Sonoma, CA. New riders' school and open practice (from 8-11:30) on Sat, full AFM racing schedule on Sunday. Entry $25 for first class, $15 for more pre-entry, $30 for first, $20 second post. Admission $6. Info 415/327-0908.

June 10

ZAP/CMC CALIFORNIA MOTOCROSS
Santa Cruz County Fairgrounds, Hwy 152, Watsonville, CA. All classes, 30% Sptsmn trophies, plus certificates. 100% Pro pb. Gates open 7 am, prac 8:30, race 9:30. Entry $20 Pro, $15 Sptsmn, $12 Minis and Nov. Gate $5. O/N camping $5/vehicle. Info ZAP MX 415/593-0497.

AME CALIFORNIA MOTOCROSS
Indian Dunes Park, Valencia, CA. I-5 to (west) on Hwy 126. All classes includ 3-wheel/Ody. 30% troph, $15 pb to Pros. Gate opens 7 am, prac 8, race 9. Entry $13 Am, $20 Pro. Memb. reqd. $20. Info Shirley Shore 818/881-5778.

BRA SDGP MOTOCROSS FINALS
Mitchell Motocross Track, Mitchell, SD. I-90 to Mitchell, track on NE side of town. All classes, includ ATV. 33% Sptsman trophs, Pro pb plus pts fund money awarded. Sign-up 9 am, prac 10, race 11. Entry $15 Pro, $10 Sptsmn, add $3 for non-memb. Info Dale Friend 605/348-8361.

CMC SPILLWAY MX
Spillway Park, Santa Maria, CA. Hwy 101 at the North Broadway exit. All classes, includ. ATV. 30% Sptsmn troph, 100% Pro pb. Gate opens 6:30 am, sign-up 7-8:45, prac 8-9, race 9:30. Gate fee: $2 weekdays, $4 wknds, $5 raceday. Closed Mon. and Tues. Entry $12 Sptsmn, $20 Pro. Info Sharon Lingerfelt 805/925-0055.

TEXAS WOLF CREEK MX
Rio Vista, TX. All classes incl. Bewg. Troph. through 8th if 8 or more riders in class, 1st place Int. receives $100 savings bond, 1st place Nov. receives $50 savings bond, $3,030 purse paid by moto & overall (200% p.b. if less than 15 riders/class; 50% of gate in bad weather). Split sched: Nov. prac. 8:30 a.m., riders meeting 9:15, race 9:30; Int & Ex. prac. approx. 1:30 p.m., race 2. Gate $5. Entry $10 Sptsmn, $20 Ex. Info 817/373-2753.

AMA/D-36 CALIFORNIA MOTOCROSS
Prairie City OHV Park, Sacramento, CA. Hwy 50 to Prairie City Rd., south to White Rock Rd., right 1.5 miles to park entrance on left. All classes, includ Mini, PP, OT, Vet, 3-wheel. D-36 cards reqd, availalbe at track. Double C'ship pts, silencers reqd, no rider insur. NO pit riding. Gate opens 6:30, sign-up 7, prac 7:30, 1st race 9. Admission $5. Entry Semi-Pro $15 plus $5, others $15. Sacramento Jammers M/C's Jammers Jamboree. Info 916/989-0109 or 961-3083.

CMC CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580, take Vasco Rd., north 17 miles to corner of Camino Diablo and Vasco Rds, turn right. All classes. 30% trophs, 100% Pro pb. Gates open 6:30 am, prac 8:30, races 9. Entry $5 watch, $15, $20 Pro. Info Tom Anderson 415/671-7859 or 634-3328.

CRC BOBCAT FAMILY ENDURO
Rand, CA. 2 loops, 20% trophs and finisher pins. CRC pts. Start 7 am. Entry $20 by mail, $23 post, non-CRC members add $5. Special Beg. class $15, $18 post. Info 714/689-6114.

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sig. up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

CANCELLED

CMC CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 33% Mini/Vet troph., 50% cash p.b. to Vet/Ex. CMC points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-8068, 5840, 7979.

AME CALIFORNIA MX
Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. All classes. Pro p.b. & 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd. avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA 9135. Info 213/881-5778.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph, thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under 12. Phoenix Supercross Raceways, Inc. Info 602/867-4769.

TEXAS MOTOCROSS
Twin Cities MX Park, Hwy 75 between Sherman and Denison, TX. Behind Jack Barnett Honda. All classes. 50% awards up to 5, or 150% p.b. 15 rider min/class Ex. Concesions, camping. Gate 7 a.m., prac 8:15, Nov. race 9, Int/Ex. race noon. Entry $5 at gate, $10 for Nov and Int., $20 Ex. Info 214/463-1614 (Bill Jennings).

CALIFORNIA PARTS EXCHANGE
Long Beach Veterans Stadium, Long Beach, CA. Automotive and Hi-Performance. Buy and sell, cars and parts, new or used. Sellers fee $20, all the room you need, trailer $ 5 extra. Show parking $5, commercial exhibits welcome. Spectators admission $2, includ. parking. Before 8 am, $4. Opens 8. Info 714/581-6392, 24 hours.

June 11-15

RUSS DARNELL MX SCHOOL
Lake Whitney Cycle Ranch, Whitney, TX. 5-day MX training camp, with instruction from Russ Darnell. $200. Info 714/980-3212.

June 15

AME CALIFORNIA MOTOCROSS
Indian Dunes Park, Valencia, CA. 2 miles west of I-5 on Hwy 126. All classes, includ. 3-wheel/Ody. 30% trophs, $15 pb to Pros. Budweiser Summer Series. Gates open 5 pm, prac 7, race 8. Entry $14 Ama, $20 Pro. Memb. reqd. $20. Info Shirley Shore 818/881-5778.

June 16

LODI PRO-AM ST
Lodi Cycle Bowl, Lodi, CA. 250 and 500cc Pro-Am classes, full Amatuer program includ. 3-wheel. Troph for Am, $600 plus purse for Pro-Am. Sign-up 5:30 to 7 pm, prac 6, race 8. No rider insurance. Admission $4, kids under $12 free, pit passes $10. Entry $10 Sptsmn, Pro-Am $15. Pro-Am cards available at track $40. Info Barbara 209/368-7182 or 931-3722.

CMC CALIFORNIA MOTOCROSS
Madera, CA. Little Okie, take Hwy 99 north to Ave 12 east to Rd. 29. Take Rd. 29 to Ave 13½ east to Rd. 29¼ north, at end of road. All classes includ. 3-wheel. 30% troph, 100% Pro pb. Gate opens 5 pm, prac 6, race 7. Entry $5 at gate, $20 Pro, $15 Jr. and Int. Sponsored by Petty Products. Info Pat Pipes 209/673-8080.

SOUTH DAKOTA ST, TT
Jackpine Gypsies Clubgrounds, Sturgis, SD. Classes: Mini, 125, 250, 500, 750. Troph to Minis, others cash. Prac 7 pm, race 8. Entry $12. Info Dwayne Burge 605/342-4243.

June 17

WASHINGTON MOTOCROSS
Richland, WA., Horn Rapids ORV Park. 3 miles north of Richland on Hwy 240, right on Grosscup Rd. All classes, $1500 guaranteed purse for Pros, special trophies for Am classes. 1st annual Horn Rapids Invitational Championship MX. Pre-entries receive T-shirt. Gates open 7:30 am, prac 9, race 10. Pre-entry $20 Pro, $10 Am. Post-entry $25 Pro, $15 Am. Sponsored by Pete's Marine, Walla Walla, WA. Info Pat McCafferty 509/248-1472.

AME CALIFORNIA MOTOCROSS
L.A. County Raceway, Palmdale, CA. I-5 to Hwy 14 toward Palmdale, get off on Pearblossom Hwy, 5 miles east to 1st stoplight, straight past stoplight 1 mile, track on right side of Ave. T. All classes, includ ATV/Ody. Free O/N parking. Gate opens 7 am, prac 8, race 9:30. Entry $13 Ama, $20 Pro. AME memb. reqd. $20. Info Shirley Shore 818/881-5778.

BRA MOTOCROSS
Chadron Fairgrounds, Chadron, NB. All classes, includ. 3-wheel. Pro pb plus money to pts fund, 33% trophs. All new track. BRA pts race, pts awarded in all classes. Sign-up 9, prac 10, race 11. Entry $15 Pro, $10 Sptsmn, non-memb add $3. Info Dale Friend 605/348-8361.

COLORADO ROAD RACE
Aspen, CO. Woody Creek Raceway. 5 miles north of Aspen on Colorado Rte. 82. Classes: Prod, Superbike, GP. $1300 cash purse. Gate opens 7 am, prac 9, races noon. Championship Cup Sereis regional. Entry $20 first, $10 second and third, $5 fourth, fifth. Mountain Roadracing Assn. Info J.S. Day 303/449-9357.

SRA FATHERS DAY GP
Riverside Int'l Raceway, Riverside, CA. Off Hwy 60. All classes, plus ATV/Ody and special father/child team race. 20% trophs, finisher pins. O/N camping. Trophy presentation Sat. nite for Hilltoppers GP and SRA Goodtime GP. Gates open 4 pm Sat. Entry $15 by mail, $20 post. Team race $15 for child, dad free, post only. 100% troph for team race. 0-200cc, Sr, Vets prac Am, 201-Open, ATV, prac pm, race in pm. SRA license reqd. Info 714/828-1358.

SOUTH DAKOTA ST AND TT
Sturgis, SD. Jackpine Gypsies Clubgrounds. Classes: Mini, 125, 250, 500, 750, A & B. Mini troph, others cash. Prac 1 pm, race 2. New long TT track. Entry $12. Info Dwayne Burge 605/347-4243.

NDMA MONTANA MOTOCROSS
Glendive, MT. All classes, 200% Pro pb. Entry Pro $10, A-$7.50, B-$5. Races start 1 pm. North Dakota M/C Assn. Info 701/227-1135 Jim Peters.

AMA WASHOUGAL MX
23 miles NE of Portland, OR. Take I-5 to Hwy SR 14, go east along Columbia to Hwy 140 in Washougal, follow signs to track. All classes, 30% troph, 100% Pro pb. Sat camping for self-contained units. Gates open 7 am, prac 8, race 10. Entry $12 Am, Pro $17. Admission $5, 6-11 $3. Northwest Motocross Ent. Info Bill Cantrell 503/248-1106 or 206/892-5441.

AMA/D-37 TUFF-E-ENUFF ENDURO
San Gabriel Mtsn, marked from Hwy 14 and Soledad Cyn Rd. 100 fun miles, all classes, all full distance. Spark arrestor reqd, gas stop manned by UEA, bring disposable containers. Point-to-point event, easy Frwy drive to finish. Unique finisher awards. Entry $19 by mail, $22 post. United Enduro Assn. Sign-up info 213/633-3369.

AMA/D-36 CALIFORNIA MOTOCROSS
Sears Point Int'l Raceway, Sonoma, CA. All classes includ. OT, Vets. 30% troph, cash to Pros. Gates open 7 am, prac 8:30, race 10. Entry $15 plus $5 Exp. gate fee. Info Bob Rosa 408/394-8225.

TEXAS MOTOCROSS
Alvin, TX. Take 45 north Ex 517, right on 517 8 miles. On left, look for signs. All classes, troph thru 5th. Ex 100% pb. Gates open 7 am, prac 9, race 10. Entry $6 at gate, $11 am, $20 Ex. Info Darrek Brezina 713/984-9307.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes 33% troph. 150% Ex. p.b.b Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex., $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex. purse. No pit riding or late prac. Prac. 8 a.m., race 9, Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex. race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up 7:30-8:30, prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/261-6116.

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-8068, 5840, 7979.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

SUNRISE D-37 MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph, thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov. prac. 8-8:30, Mini Prac. 8:30-8:45, 1st race 9; Int & Ex. prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over 60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood. up Wildcat Canyon Rd. 11 miles. New Beg. class O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10. yearly memb. $15. Info 619/565-2406 (Les), 619/448-7885 (Margie).

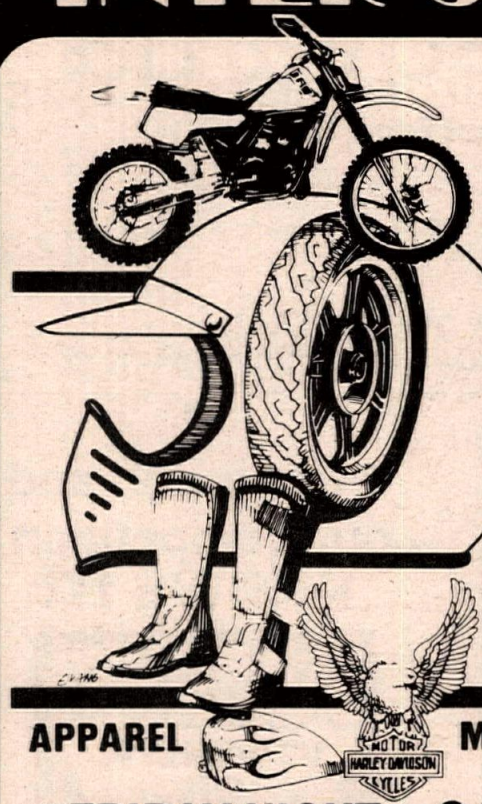
TEXAS SWAN MX
Tyler, TX. Exit 69 S. from I-20. 2 miles to CR 471, right 2 mi. and turn left, signs on road. All classes. Troph. to 5th. $1005 Ex. purse, 15 rider min. class, 100% Pro p.b. Concessions, camping $2/veh., elec hookup, gates open all night. Straight thru program. Prac. 9:30 a.m., race 11. Entry: gate $5, Am. $10, Ex. $20. Info Bill Law 214/882-4215.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro ($10 to p.b.). Info 714/261-6116.

June 18-22

MOTOCROSS SCHOOL
Tulsa, OK. 5-day motocross training

INTER·SHOWS



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camp. Russ Darnell Schools. Entry $200. Info 714/980-3212.

June 21

C.A.R.B. MEETING
University of California, Riverside University Theater, 900 University Ave., Riverside, CA. Starts 10 am. Info Frank DiGenova 916/445-0753.

June 24

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes 33% troph., 100% Pro pb. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under 12. Phoenix Supercross Raceways, Inc. Info 602/867-4789 (John).

AME CALIFORNIA MX
Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. all classes. Pro p.b. & 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd. avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA 91335. Info 213/881-5778.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

TEXAS MOTOCROSS
Twin Cities MX Park, Hwy 75 between Sherman and Denison TX. Behind Jack Barnett Honda. All classes. 50% awards up to 5, or 150% p.b. 15 rider min/class Ex. Concessions, camping. Gate 7 a.m., prac 8:15, Nov. race 9. Int/Ex. race noon. Entry $5 at gate, $10 for Nov and Int., $20 Ex. Info 214/463-1614 (Bill Jennings).

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph. thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd., right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

CMC SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. CMC points. 33% Mini/Vet troph., 50% cash p.b. to Vet/Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

CALIFORNIA DeANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; nonmemb. add $3. Info 714/653-8068, 5840, 7979.

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 off Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 guaranteed purse. Split sched: Nov. 9 a.m., Int/Ex. approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am., $10 Ex. Info 713/482-7593, 817/694-2901.

ROAD RUNS

June 2-3

AMA/D-37 SANCTIONED TOUR
Honda of Pasadena, 2480 E. Foothill Blvd., Pasadena, CA. Special tour pins for AMA members, finishers pins for all. Sign in Fri (6/1) Midnight to 6am Sat. Entry: $11 by mail, $12 post. Pasadena Motorcycle Club. Info: Art 213/681-5317, Dave 818/768-5373, Frank 714/596-5120, or Ron 818/914-3738.

June 3

LAVERDA CLUB RIDE
Meet at European Cycle Specialties, 10301 Garden Grove Blvd, Garden Grove, CA 92643. 275 mile ride along Angelus Crest Hwy, with lunch stop at Newcomb Ranch. Maps avail. at start of ride. Meet at 8:00am. No entry fee. Info: Janet Carroll 714/530-2712.

June 9-10

AMA/D-36 ROAD RALLY/POKER RUN
Starting point at Butler Honda-Suzuki, 820 Beckman Rd, Lodi, CA. Road limed N & S on Hwy 99 in Lodi. Classes: 125-500cc, 501-Open, troph for riders & passengers (10 pt overnighter). Entry fee incl, camping & music — Sonora Fairgrounds. Pancake breakfast, 8-10am, road rally at 10:01. Entry $14 by mail, $15 post, $1 disc AMA. Oakland M.C., AMA D-36. Info: Don DeMerse 415/351-8087.

June 15-17

LONE STAR ALL-BRITISH RALLY
Whitney, TX. At Lake Whitney Cycle Ranch on FM Rd 2960. Bike judging, Antique and Classics Show. Field evnts, rally pins, tours. Sat nite supper, dance and beer bust. Swap meet. Entry $20 Pre, $25 gate. USNOA, Texas Gulf Coast chapter. Info Bill Droke 713/859-9177.

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

RESULTS

Send your results to: Cycle News, Results Editor, P.O. Box 498, Long Beach, CA 90801-0498. Include rider and machine brand.

Red River MX
Muenster, TX
May 6, 1984

PRO
Marty Layland
Randal Tarter
Mitch Milson
Frank Shacklee
OPEN EX
Bruce Hallmark
Jon Kolbensvic
Kelly George
Brandt Lucido
Jimmy Jacobson
250 EX
Larry Dodson
Mike Bruce
Barry Callaway
Adam Cox
Mike Terrell
200 EX
Ray Grippin
Mike Connell
Mark Rakestraw
David Price
Joe Smith
125 EX
Glen Boyette
Bobby Thomason
Vic Isom
Darrell Heine
Dale Stockstill
OVER 30
Billy Smith
Mark Moore
Tommy Weeks
Robert Walls
Wayne Ratliff
OVER 38
John Paynter
Jerry Boren
Bill Fleming
Rick Denny
Larry Perry
250 INT
Greg Edgerton
Eddie Duncan
Brian Hunt
Terry Mason
Dale McEuen
OVER 30 INT
Bill Fischer
Mike Woods
David Stevens
J.C. Morris
Danny Goodlett
OPEN AM
Edwin Duggan
Doug Ney
Lonny Hull
M. Major
K. Jumonville
250 AM
David Campbell
Dennis McCoy
Lyle Seals
Mike Cook
Davis Bertleson
200 AM
Trcy Anders
Randall Cox
Nick Vanderpool
Kurt Walker
Chuck Howard
125 AM
James Venator
Richard Shumaker
Jason Haggard
Tom Johnson
Tom Ligo
OVER 30 AM
William Pearson
Danny Goodlett
Nick Norman
Marko Majka
Robert King
OVER 38 AM
Ron Dressler
David Burnap
Walt Estes
Garland Jeter
Larry Dodson
MINI AM
Brook Matthews
Jeff Woods
Brian Younger
Wendell Waters
Grady Caywood
MINI EX
Russ Murphy
Chip Munn
Chris Hays
Kelly Ehmke
Charlie Miller
LADIES OPEN
DeeAnn Wood
Pat Milliken
Laura Boyer
Velvet Schambacker
Paula Welborne

BIG BIKE OVERALL
Bruce Hallmark

SMALL BIKE OVERALL
Ray Grippin

1984 Washington State Hare Scrambles Championship Series

"A" OVERALL	
Brad Sears	250A
Tim McCoy	250A
Steve Smith	250A
Tracy Burkey	Open A
Lyle Duronso	Open A
"B" OVERALL	
Jay Cole	Open
Davis Rhodes	250
Jeff Throop	250
Jim Walsh	Open
Steve Sedarsky	250
"C" OVERALL	
Mark Gervais	Open
Chris Iles	Open
Mike Stern	200
Davis Schwind	Open
Pat Fischer	250

Washougal MX Opener
Washougal, WA
May 6, 1984
By Clay Light

OPEN PRO	
Grayson Hart	Hon
Richard Earle	Hon
Mitch Kirkpatrick	Suz
125 PRO	
Jess Dirks	Hon
Larry Hofenbred	Suz
Doug Eichner	Kaw
250 PRO	
Rick Burgett	Cag
Steve Smith	Suz
Kevin White	Hon
250 C	
Charles Drake	KTM
Don Bisceglia	Hon
Mark Bennett	Hon
MINI B	
Troy McPike	Hon
Jason Hopson	Kaw
Rooney Femrite	Kaw
OPEN C	
John Nichols	
Pat O'Grady	Hon
Keith Teasdale	Hon
OPEN B	
Mike Hess	Hon
Tom Vielle	Hon
Ted Tenniget	Hon
125 C	
Bret Stevens	Hon
Troy McPike	Hon
Brett Gianella	Kaw
125 B	
Kurtis Ragstad	Hon
Larry Winters	Suz
Jim Sawtell	Hon
250 B	
Montey Mitchell	Cag
David Camp	Suz
Dan Galbreath	Yam
PEE WEE EX	
Jason McCormick	Kaw
100 C	
Jeff Jenkins	Yam
Mike Williams	Yam

Mulkey ORV MX
April 29, 1984
McMinnville, OR
By Clay Light

125 PRO	
Mike Klettke	Kaw
Robby Watilo	Kaw
Jess Dirks	Hon
250 PRO	
Doug Lange	Yam
Kevin White	Hon
Rick Burgett	Cag
500 PRO	
Billy Holtman	Hon
Richard Earle	Hon
Dave Cotter	Hon
60 A	
Jason McCormick	Kaw
Brett Holm	Yam
60 B	
Danny Ulven	Kaw
Brad Brooks	Yam
Matt Brown	Hon
WEE PEE WEE	
Nathan Gravelle	Yam
Joey Garrett	Yam
Ben Stewart	Yam
MINI EX	
Paul Winn	Kaw
Joel Sitts	Suz
MINI B	
Jeff Peck	Kaw
Ed Portz	Suz
Ryan Holm	Yam
MINI C	
Jason Pearson	Hon
Virgil Bohnenkamp	Kaw
Greg Werner	Yam
125 C	
Mark Winn	Kaw
David Livingston	Yam
Don Ward	Yam
125 B	
Kevin Tomasani	KTM
Troy Stewart	Yam
Glenn Hunter	Suz
250 C	
Charles Drake	KTM
Ron Milligan	Hon
Ron Schnieder	Hon
250 B	
David Camp	Suz
Tony Fox	Hon
Steve Hiersche	Hon
OPEN C	
Jim McAllister	Hon
Pat O'Grady	Hon
Dan Woodson	Mai
OPEN B	
Mike Hess	Hon
Ron Meyers	KTM
Steve Hiersche	Hon
OT A	
Rich Duncan	Hon
Bill Naylor	Yam
Cliff Stump	Hon
OT B	
Jerry Hiersche	Hon
Denny Femrite	Kaw
OT C	
Steve Sorenson	Hon
Gary Troglin	KTM
Neil Roman	Suz
30-40 A	
Jim Gladish	
Dan Meeker	
30-40 B	
Rich Duncan	
Ron Fiedler	
Dean Roman	
3-40 C	
Jeff Cregar	
Mike Dorn	
Lyle West	

Supercross
Albany, OR
May 20, 1984
By Suanne Light

OPEN
John Overpeck
Karl Kassner
Deanna Holbrook
250 INT
Wayne Church
Dave Fox
Scott Russell
250 JR
Dave Livingston
Bob McDaniels
Dave Burr
125 JR
Jerry Aicher
Ron Hall
Bill Takano
125 INT
Jody Jamieson
Kenny Olson
Doug Eckelman
80 JR
Mike Johnson
John Feeley
Joe Rushing
80 INT
Jerry Aicher
60
Danny Ulven
Chris Patterson
Roby Leach
PP
Deanna Holbrook
Erin O'Brien
OT
Rusty Garrison
Victor Church
Bob Leach

TROPHY PICKUP

Prospectors M/C Gold Rush Enduro trophies. (805) 273-1175 after 6 p.m. (421/22)

Desert Vipers M/C, Adelanto GP Trophy Pickup at the next Dist. 37 Desert Races. W. Rapp (714) 772-7653. (118/20)

For listing in this department, please mail information with $1.00 per week that it is run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

POMONA
MOTORCYCLE SWAP MEET
★ Friday Nite ... 6 pm to 10 pm ★
JUNE 8, '84
THOUSANDS OF USED & NEW PARTS AND ACCESSORIES ON SALE!

Los Angeles County Fairgrounds
in POMONA
Next Event Friday, November 30, '84

Clean out your spare parts and make extra cash. Sell to customers who are looking for your accessories. Old or new parts and accessories may be sold, or anything related to the motorcycle world. Vehicles may remain with selling merchandise. Spaces are located outdoors under lighted, covered pavilions. All reservations must be made by mail in advance. Simply mail your check to us, indicate the event and we will confirm your space by mail and send all additional information needed.

☐ $20.00 — 10' x 20' spaces located in the rear portion of the event. Exact location is assigned the day of the event.
☐ $30.00 — 10' x 20' reserved numbered spaces located in front or prime section of the event.
☐ $10.00 — Space for complete motorcycle only, no parts allowed.

24-HOUR INFO. CALL:
(213) 588-0763
or on Monday and Wednesday only, call:
(213) 587-5100 from 10 a.m. to 5 p.m.

MAKE CHECK PAYABLE AND MAIL TO:
R.G. Canning
P.O. BOX 400 • MAYWOOD, CA 90270

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● OPEN EVERYDAY
FOOD ● BEER ● WINE
● 1st Sunday of each month will feature a motorcycle shop and various products and accessories
● June 3 — Suzuki Sunday
● July 1 — Honda Sunday
● Aug. 5 — Kawasaki Sunday
● Sept. 2 — Yamaha Sunday
● Oct. 7 — European & American Sunday
● Located 22 miles north of Ojai on Highway 33 (our location is shown on many maps, such as AAA)
(805) 485-5847

DOCTOR JOHN'S
MOTORCYCLE FRAME STRAIGHTENING
1524-A Industrial Park St.,
Covina, CA 91722
(818) 332-1598

T&O CYCLE DYNAMICS
Sales & Service
That Can't Be Beat
24020 Narbonne Ave.
Torrance, CA 90717
(213) 534-2311

The Sensation of Suzuki.
VISIT OUR SUPER DISCOUNT STORE
LONG BEACH SUZUKI
2441 Long Beach Blvd.,
Long Beach, CA
(213) 427-8941
1984 GS1150 ES 1984 GS550 ES ARE AVAILABLE
Check Our Unbelievable Prices On 1984 RM125, RM250, RM500

'81 DR250	NEW	$1149
'82 DR500	NEW	$1399
'83 RM125	NEW	$1199
'83 RM250	NEW	$1499
'81 GS850G	NEW	$2099
'82 GS450T	NEW	$1099
'82 GS550L	NEW	$1469
'82 GS650	Shaft	$1699
'82 GS750T	NEW	$1799
'82 GS750E	NEW	$2099
'82 GS1100	Shaft	$2699
'83 GS550E	NEW	$2199
'83 GS750E	NEW	$2899
'83 GS1100E	NEW	$2899
'83 GS750 Katana	NEW	$3299
'83 GS1100 Katana	NEW	$4099
'83 GS650 Katana	NEW	$1899

POWERFLOW™ by EXTRUDEHONE
Two and Four Stroke
ATV ● Karts ● Jet Skis
Snowmobiles ● Road Racers
8800 E. Compton Blvd.,
Paramount, CA 90723,
(213) 531-2767

WANT ADS

Help Wanted

Partsmanager Wanted
Knowledgeable self starter for large successful parts store. Outrider, 10545 W. Pico Blvd., Los Angeles, CA 90064. Call Harry (213) 879-3350. (219/21)

Management Career
Large volume progressive Southern California Honda Dealer is looking for a creative person to fill the position of assistant parts manager. This highly responsible position offers unlimited opportunity for a motivated individual who likes the challenge of setting up store Promotions and developing new profit centers. Please send hand written resume with detailed employment history and salary requirements to: P.O. Box 498, Dept. "P", Long Beach, CA 90801. (219/22NW)

Honda Service Central Florida
New dealer, new building, super location, needs Honda Certified Technician. Call Mr. Decker at (305) 322-3253.(3-20/21NEX)

Honda Mechanic
Palm Springs area. Excellent pay. We will pay moving expenses for right man. Ask for Rod, Honda of Indio, 80126 Hwy 111, Indio, CA. (619) 342-4484. (219/22)

Parts Manager
Parts and accessories sales and management, permanent position open to experienced, organized, self starter with multi brand growing dealership in sunny Mission Viejo. MOTORCYCLE CITY USA (714) 831-6804. (212/TFN)

Sales Reps Wanted
Aggressive M/C distributing company wants hard working sales reps. You must now be selling to M/C shops and want to add to your line. (800) 854-1060 or (619) 747-1058. (205/TFN)

Growing! Growing! Growing!!!!
RICKEY RACER PRODUCTIONS is looking for two highly qualified people. Partsperson/manager needed. Also opening for 1st class mechanic with race prep experience helpful. High starting salaries, permanent position. Must be comfortable in non-smoking atmosphere. (714) 631-0417. (220/21)

Professional M/C Salesman
Motorcycle sales experience necessary. Call Kolbe Honda, 22123 Ventura Blvd., Woodland Hills, Ca. (818) 348-7865. Mark Zimmerman. (218/TFN)

Wanted HON/YAM Mechanic
Must have 7 years experience in Honda. Must be dependable and able to write work orders. Must be willing to relocate in Northern California. Wages negotiable. Ask for Jim only at (707) 822-3654 9am to 6pm. (219/22)

Motorcycle Assembler
Experienced Pro needed, full time in well established Honda Dealership. Kolbe Honda, 7514 Reseda Blvd., Reseda, CA. (818) 345-7616. (218/TFN)

Wanted: Harley Davidson instructor to train private and factory dealership mechanics. Must have a minimum of 5 years experience in Harley Davidson brand. Dealership experience preferred. Send resume to Dave Koshollek, Motorcycle Mechanics Institute, 2844 W. Deer Valley Rd., Phoneix, AZ 85027. (220/21NW)

Anaheim Honda Kawasaki
Needs experienced partsperson and mechanic. (714) 778-6700. (220/21)

Service Manager Wanted
Yamaha/Honda dealership in Newhall, excellent pay and benefits for the correct person. Call Dick (805) 259-8500. (212/TFN)

Service Writer Wanted
Or clerical assistant for service dept. at Yamaha/-Honda dealership in Newhall. Pay commensurate with ability. Call Dick (805) 259-8500. (212/TFN)

Accessory Store Counterman
Experience desirable, must have reasonable street accessory knowledge. Racers Supply. Call Tom Hayner (818) 781-6386. Van Nuys. (320/22)

Suzuki Mechanic Wanted
Mechanic with own tools and professional attitude needed for growing Suzuki Dealership. Contact Mike Norris, (714) 734-0642. (220/21)

Mechanic Wanted
Experienced with tools. Need immediately. Call Marvin (619) 256-8418. (120/22)

Honda Mechanic
HONDA OF GLENDALE has an immediate opening for experienced mechanic with own tools. Contact Brian at (818) 246-2461. (220/22)

Southcoast Honda
In Orange County, CA. is now interviewing for service, parts, and mechanic positions. Contact our business office or send a resume to Southcoast Honda, 3001 S. Main St., Santa Ana, CA. 92707, or call (714) 957-1966 for details. $100. if you are a Honda Registered Mechanic and accepted for employment. (220/21)

Road Rep
In lucrative L.A. area for expansive name brand product line. Must have in-depth experience with road sales and be a self starter. Must be interested in making excellent money. Contact Curt Van-Leeuwen at (818) 896-2200. (220/22)

Motorcycle Salesman/Manager
Great position open to experienced Motorcycle salesperson with growing multi-brand, independent dealership in sunny Mission Viejo. Motorcycle City USA (714) 495-3352. (221/TFN)

Wanted: Experienced Mechanic
3 years or more. Please call (213) 427-8941. Long Beach Suzuki, 2441 Long Beach Blvd., Long Beach, CA. (221/22)

Parts And Accessories Manager
Kawasaki dealer in smog-free San Diego. Good opportunity for knowledgeable self starter. Call Dave at Quinsey Kawasaki (619) 442-0678. (221/22)

Mechanic: Western Colorado
Experienced mechanic with tools for franchised Honda and Yamaha dealer, 40 miles to Aspen. Year round employment — best road and dirt bike riding in U.S.A. Snowmobile and ski in Winter. Call or write/Steve in service/SPORTLAND, 3001 S. Grand, Glenwood Springs, Colorado 81601. (303) 945-6301, 945-5977. (121/22W)

Parts and Accessory Manager
Very excellent salary and bonus plan for right person. We are looking for someone to join our management team as parts manager. Must be experienced in management and sales promotion and inventory control. Excellent career opportunity for someone who can produce profits. Send resume to: Mr. Oberland, 2724 Garnet Ave., San Diego, CA 92109, or call PACIFIC BEACH HONDA, (619) 272-5511. (321)

Yamaha Partsman Wanted
Experience necessary, contact Don at Bellflower Yamaha. (213) 925-5097. (221/TFN)

Parts Counter and Commission Mechanic
Tri-City Center (Honda, Kawasaki) in Anaheim is looking for experienced personnel in parts and service. Top pay and benefits. Contact Steve (714) 821-4710. (121/22)

Mechanic Wanted
Experienced mechanic with tools. Very busy shop, excellent pay, see Mike at American Pacific Cycles. (714) 537-4320. (221X)

Experienced Sales Pros
Leading aftermarket distributor is expanding and seeks knowledgeable salesman. We have 326 page catalog with all the most popular products for you to profit by. Several territories available. Call John (213) 464-5976. (221)

Order Desk
Fantastic ground floor opportunity. Computer experience helpful. CYCLESPORT. (818) 781-0738. (221/22)

Parts & Accessories Sales
10 miles from sunny Laguna Seca. Experienced, reliable, self-starter needed for a fast growing firm. Contact Ken at (408) 424-9611.(2/21/22NE)

Business Opportunities

Working Partner Or Buyer
Northern California Yamaha Dealer. (707) 447-3715. (218/TFN)

For Sale
2 Long established Honda Motorcycle Dealerships in Southern Arizona. P.O. Box 30864, Tucson, AZ 85751. (221/28)

Aircone Inc. Las Vegas, NV.
Motorcycle pipe and cone division for sale. Includes inventory and special tooling. $150,000. Interested and qualified parties call (702) 456-4177. (121/24NWX)

Kawasaki of Las Vegas
Serving Las Vegas since 1972, $150,000. If qualified call (702) 456-1954. (119/22)

L.A. Off-Road M/C Dealership
Established European Franchise. Great opportunity for fun and profit. Health forces sale. Contact P&B P.O. Box 9364, Marina Del Rey, CA 90291. (219/TFN)

So. Cal. Franchised Dealership
Low overhead, blow-out location and lease: Gross over one million in 1982...retiring. Call (619) 423-0073 days or after 7 p.m. (619) 479-3209. (203/TFN)

Pro Rider Service/Accessories
Huntington Beach. (714) 841-0368. (220/TFN)

XR750 Frame, Lenco Trans,
Need Frame for Sportster. Motor, trans needed to replace Harley trans in my V8 two wheeler, clutch and trans perhaps from drag bike or new OK too. Call or send literature: Bob Paans, RD 1, Box 112, Andover, NJ 07821. (201) 850-1292. (3/21NE)

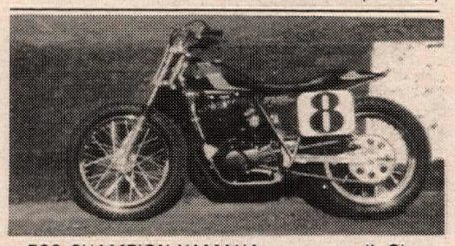
Team HON Road Race Leathers
Red, white & blue, used twice, like new. 5'9" to 6'. 160-195 lbs. $300/OBO. (612) 393-2398. (3/21NE)

★ Z Racing ★ '84 KTM 250 Brake Pedal!
Z Racing's 505Z Aluminum brake pedal allows ¾" more throw and actuates on a needle bearing instead of a steel bushing. Contact your dealer or: Z Racing, 1265 Lincoln, Anaheim, CA. 92805. (714) 772-8170. (221/23/NWX)

Trim Boots Mean Protection!
Fully padded/multi-layer design. $119.95. TIANI IMPORT, Box 143, Warrensburg, NY 12885. (518) 623-3757. (1/21/22NEX)

1983 Honda XR500R
Mint condition, White Bros. pipe, Supertrapp, K&N filter, rejetted, $1595. (714) 683-6699 after 5:30 p.m. Riverside. (121/22)

'84 Honda 750 Interceptor
Like new, 420 miles, $4000. (213) 721-7831. (121/22)



500 CHAMPION YAMAHA — must sell. Show bike and fast — $1500/OBO. (805) 962-7383. (121)

New MPS Boost Kit For Kawasaki Turbos
Kit features adjustable boost from the stock 11 PSI to an unbelievable 25 PSI. MPS Boost Kit comes with all hardware, instructions, boost gauge and mixture control unit. $169.99. COD or credit card. Dealers welcome. Motorcycle Performance Specialties, Box 1935, Casselberry, FL 32707. (305) 695-2154. (221/23/EOI/TFNE)

1983 Honda CR 125
Extra clean, never raced. Pro-Circuit pipe, new Diamond chain, extra gearing. Call for extras. $900. Work (714) 956-9430, home (714) 525-4837. (121)

'82 Suzuki RM 125Z
New in 6-83, ridden little, runs perfect, must sell, $750/OBO. (714) 798-3589. Russell. (321/22)

★★★★1984 TLR 200 Honda★★
New in crate, evenings (817) 692-7818. (321/22NWX)

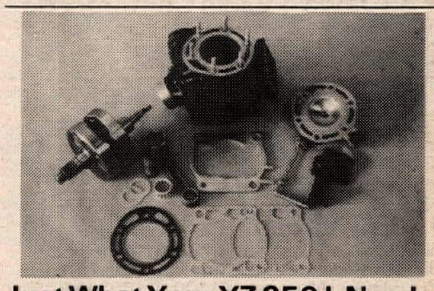
Fairing Screen Gustafsson
Your source of replacement and/or custom fairing screens. Over 300 models from A(von) to Z(ircon), including those for BMW, Honda, Kawasaki, Suzuki, and Yamaha. Our newest this year fit the Honda VF500F Interceptor, Elite, Yamaha RC350, and the Moto-Guzzi SP1000 and V65 SP. Give us a call or write if you need a replacement fairig screen or if you just want to customize your bike. Most screens available in clear, light blue and smoke. FAIRING SCREEN GUSTAFFSSON, P.O. Box 3567, U.S. 1 North, St. Augustine, FL 32085-3567. (904) 824-2119. (1/21NEX)

Brand New Yamaha TZ750E
In storage since 1978. Machine in perfect condition. Call and make offer. Between 9 & 5, (305) 325-0775. (3/21NE)

Sport Touring Suzuki GS1000
1979; 13,000 miles; EXQUISITE, well-engineered; $10,000 invested: Ohlins; Winning; Supertrapp; steering damper; airhorns, drilled rotors; A-Trac; braids; Lockhart; radar; radio alarm; rearsets; Rifle; instruments; fogs; StopLock; Q-Switch; Cyberlite; Porsche red; GS1100 swingarm, charging system, brake reservoir; 530 chain; Krausers; brace. $4000/OBO. Box 12342, La Jolla, CA 92037.(619) 298-1074. (121)

★ New '83 250XC $1799.!! ★
'84 Plastics kit included! Only 2 left — Don't miss out! We're known for our "We Care Attitude". Crossroads Cycle Center, 26062 Bouquet Canyon Rd., Saugus, CA. 91350. (805) 255-5353. (221)

Moto Guzzi Sale
All new Moto Gussi's in stock at discount prices, get yours now at Woods Motor Shop, 525 W. Colorado St., Glendale, CA. (818) 956-0698. (221/22)

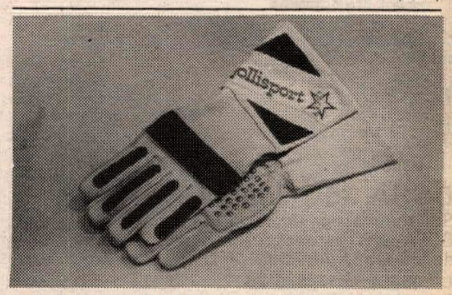


Just What Your YZ 250 L Needs To Wind Up On The Top! ★★★
Tired of getting blown off when your powerband signs off? PRO DESIGN has the high revving solution. The Long Rod Kit developed by Team Yamaha and race proven by Warren Reid priced at $395. Call PRO DESIGN at (714) 534-0620, 11611 Salinaz #C, Garden Grove, CA 92643. (221/NWX)

'78 Suzuki GS1000
Custom paint, new motor, '81 front end and swing arm. $1500./OBO. (714) 847-8789. (121)

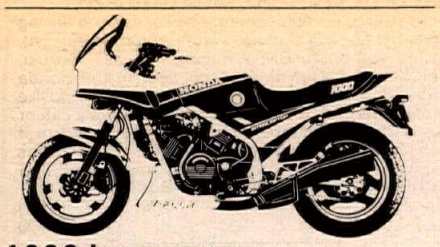
1 Day Motocross Clinic — Sat. June 9 and Sat. June 23
At SADDLEBACK PARK, 8 a.m.-3 p.m. *Only 20 riders will be accepted* — $75.00 — ALL DAY FEE INCLUDES: *Training and diet tips for 40 min. Motos. *Double and trile jump sessions. *Stutter bump and Berm techniques. *High protein lunch. *Free Marty Smith T-Shirt. FREE entry into park. For further information, CONTACT: MARTY SMITH MOTOCROSS CLINIC, 4377 Temecula St., San Diego, CA 92107. Hours: 9-5, Mon-Fri (619) 222-3027. "YOU MUST FURNISH YOUR OWN MOTOR CYCLE." (221/22)

Fast Ain't The Word!
'82 KTM 495. A steal at $1250 with extras, ask for Steve. Days (714) 891-1331, eves (714) 898-5857. (321)



Mamola Selects Jollisport!
Randy Mamola joins Haslam, Lucchinelli, Nieto, Lavado, etc. in using Jollisport "Lucky" Gloves. Available in Red, White or Blue. Dealers welcome. QUADRIFOGLIO, 5745 N. 11th St., Phoenix, AZ 85014. (602) 265-5846. (321/22NWX)

1983 Kawasaki GPz 750, 82 bars, Targa lowers, 4500 miles, $3000. (415) 372-6202. (11/21)



1000 Interceptors

Intercept a few speed limits on our 1000 Interceptors, or, Savor the Sabres 121 horsepower. New 1983 750 Magnas in stock. Rimrock Honda Harley Davidson, Billings, Montana. (406) 652-2925. (217/24/NWX)

WANTED: 43mm fork for XR500R Honda. (619) 757-8830. (120/22)

New Husqvarna's in stock now!

At least 50 Husqvarna's in stock for immediate delivery. 1982 125-WR or 125-XC; $1395. 1982 250-WR or 250-XC; $1586. 1982 430-WR; $2095. 1982 430-XC; 430-CR; 500-CR: $1995. 1983 250-WR; $2295. 1983 430-WR; $2595. 1983 500-CR & 500-XC; $2295. 1984's IN STOCK NOW! Out of town customers welcome! Easy drive from Los Angeles and central valley. A small deposit on your Visa/MasterCard will hold any bike until you can pick it up! We ship parts UPS daily. BRITALIA MOTORS, 10th & Tully, San Jose, CA. (408) 295-4342. (206/TFN)

1980 Harley XR750

Rear disc, knock off set up, used as collector's item. Raced once in amateur event. Jim Davidson, Mattoon, IL. (217) 234-2305. (3/19/21NE)

★83 Jawa 4 Valve Centerport★

New top end — never raced. Runs excellent, sprockets, chains, plugs, tires, leathers, boots, steel shoe, oil and more. Top of the line. Only $4000. Bike alone $3500. After 6 p.m. (714) 820-0469. (120/21)

'83 Honda VT500 Ascot Twin

Very good condition. Tools, spares, factory manual included, $1700. Call (818) 963-5258. (120/21)

1983 Honda CR250

Excellent condition, hardly ridden. Metzeler tires, extras include: front tire and wheel, rear shocks and cylinder. Must sell, $1100. (213) 202-8036. (320/21)

'83 Husky XC500 Excellent

Cheap, $1500, firm. (408) 395-2020, message. (320/21)

Coffmans ATC 200X Pipe With Aluminum Megaphone Silencer

Power was never so easy as with this custom Coffmans Exhaust System. Guaranteed quality and performance! (Stock heat shield bolts up to head pipe) same style available for ATC 200S and Yamaha DX225 $84.95 retail. 15182-A Bolsa Chica Rd., Huntington Beach, CA 92649. (714) 891-7172 or (714) 897-2209. Please Note: New address and phone as of 6-1-84. 39200 Seraphina Rd., Murrieta, CA 92362. (714) 676-4100. Canadian orders contact Cycle Works (403) 439-4991. (205/TFN)

Morris Mag Wheels

New, 16" rear, 19" front, fits Sportsters 73-77. Also custom applications. $300 a set. (316) 624-8604, Kansas. (1/19/21NE)

'84 HUS CR 250 Perfect $1800

Very few hours. (408) 395-2020. (320/21)

OSSA 350 Trials

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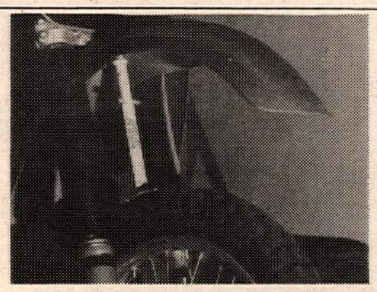

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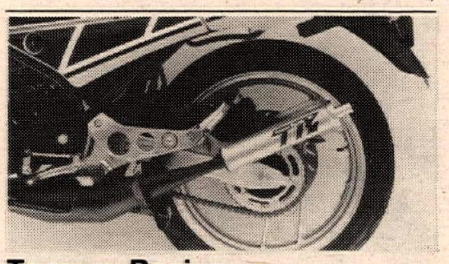

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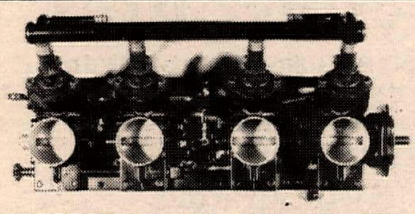

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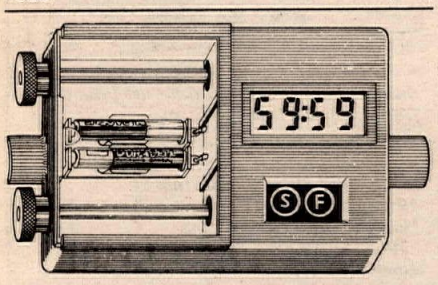

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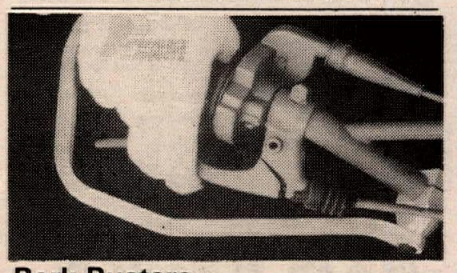

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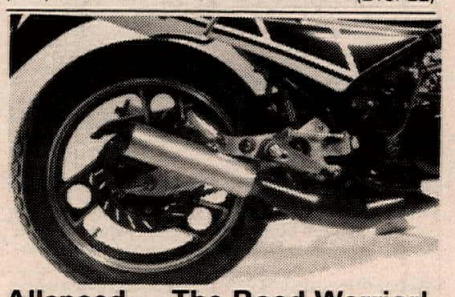

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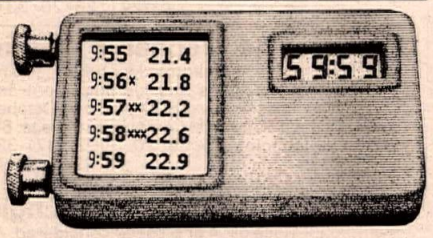
Excellent condition, Supertrapp exhaust, Metzelers, X-Tras, $1200/OBO. (213) 464-7307 days, ask for Richard. (121/22)



ENDURO TIMER/COMBO $89. Dealer inquiries invited. Send for free 1984 catalog. Clairemont Cycle Supply, 4461 Clairemont Mesa Blvd., San Diego, CA 92117. (619) 272-1162. (222/NW/TFN)

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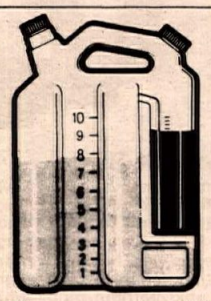

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Pro Circuit Motor, late shock mods, extra tank, senior owner, $1300. (209) 992-4283. (121)

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Well prepared and maintained by senior rider, new tires, extra tank, $1100. (209) 992-4283. (321)

'83 White Bros. CR480

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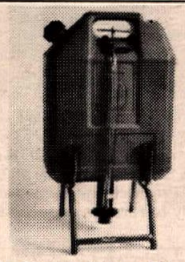

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That WHEELSMITH MOTORCYCLES, for years the leader in research, development, and race proven products, services all makes of MX, Enduro and Desert race bikes! Did you know that in most cases our shop prices are less than comparable dealers? Did you know we provide a full machine shop and welding service specializing in a variety of mods such as, brake arcing, frame and pipe repair, fork kits, boring and honing, and more? Did you know we have a turn around time in most cases, of three days or less? so before you say, "I didn't know that," come check us out while you stop shopping around for excellence. WHEELSMITH MOTORCYCLES, 18020 Euclid St., Fountain Valley, CA 92708. (714) 751-0680. (121/NW)

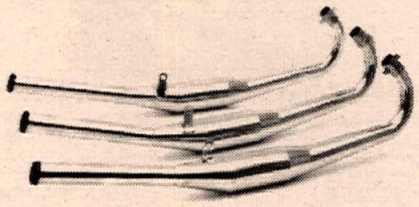
★ Z Racing ★ KTM Hubguards!

The KTM Specialists offer plastic protection for our '84 KTM. Protects the aluminum sliders and brake adjusting rod from rocks with heavy duty plastic. Pre-cut for easy installation and comes in white, grey, and KTM-RED. $20.95 set. Contact your dealer or Z Racing, 1265 Lincoln, Anaheim, CA. 92805. (714) 772-8170. UPS C.O.D., Visa, MasterCard. (221/23/NWX)

KTM KTM '83 495 Very Quick

Very clean, race ready, $1600. or trade. W/extras for WESLAKE. (714) 898-5857. (319/21)

TNT Chambers



Kawasaki Triple Street and Racing Chambers $179.95. Yamaha RD's Street and Racing Chambers $129.95. For ordering only call, (800) 821-1205, For technical information call, Hot Bike Engineering (415) 657-3864. We ship UPS/COD. (215/NW/TFN)

Honda MT125R II

Factory H.R.C. water cooled kit, a proven winner, $1050. Steve Dyer, days (213) 323-8314. (121)

TRAILER, HD Pro built. 6 ft. wide, 14 ft. long, 3 ft. sides, $750/OBO. (213) 671-9190. (421)

1939 H-D Knucklehead

Show quality, perfectly restored. Original condition inside and out, $7995/OBO. Contact Chris Draayer, 1339 Normandie Cr., Salt Lake City, Utah 84105. (801) 583-1644. (321/22)

'83 480 Honda

S.D. Ignition, Ohlins, Simons link anti-cavitator, many more extras, $1500. (415) 237-0612. (121)

OW31 750 Roadracer

295 pounds. All handcrafted, race proven, Dyno-Developed motor, many extras. (408) 578-0670. (217/20/EOINW)

California Superbike School

Course fee includes leathers, helmet, boots, gloves and Super Trapp equipped GPz Kawasaki. Riding seminar by Keith Code, and 40 miles on the track. Upcoming schools: Riverside: August 24. Laguna Seca: May 28 and July 23-24. Willow Springs: August 4. P.O. Box 3743, Manhattan Beach, CA 90266. (213) 484-9323. ADVANCED RESERVATIONS REQUIRED. (218/TFN)

'83 Harley XLH

6,400 miles, candy red, $3000. (619) 244-6737. (321/22)

'78 Ducati 900 SS

Imola Pipes, factory cams, 40mm carbs, 8700 miles. This bike is in excellent condition, $4500. (209) 847-7643. (321/22)

250 Factory CZ 1976

Immaculate condition, few hours on engine, $800/OBO. (213) 397-5598. (321)

White Power Shocks

'83 & '84 YZ250-490, '83 HONDA 250-480, $150. (818) 360-9773. (221)

WANTED: '81 CR-250 cylinder for Husky, must be stock. (213) 532-1418. (121/24)

Russ Darnell MX School

June 11-15 Whitney, Texas, June 18-22 Tulsa, Oklahoma, August 13-17 Rio Bravo, Houston, Texas, August 20-24 Indian Dunes, August 27-31 Saddleback. Also available, Americross Tours 12 week MX training program. (714) 980-3212. (218/TFN)

1983 Honda Interceptor

Performance head, ported and polished. Valve job. R-Compound Elites. 3000 miles. Karin (801) 566-3285 days, (801) 268-6529 eves. (321)

★ '82 Suzuki RM 465Z

White Bros. shock mods, new top end and tires. Well kept vet bike. $1000. (213) 286-0730. (321)

1980 IT175, GOOD CONDITION, well maintained. Call after 5:30 p.m. $550 firm. (714) 982-0806. (321/22)

NEW RIP OFFS allows only clean air into airbox. 2 per package: $16.25. AT YOUR DEALER, or direct. ATLAS RACING PRODUCTS, P.O. Box 628, Lake Elsinore, CA 92330 (714) 674-4335. (207/EOI/TFN)

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Cycle News P.O. Box 498 Long Beach, CA 90801-0498

Ads are accepted on a first come, first serve basis. Cycle News reserves the right to edit ad copy.

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PRIVATE PARTY

Per word ..... 25¢
Headline in bold type ..... $3 extra
Photo ..... $4 extra
(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)

COMMERICAL AND HELP WANTED

Per word ..... 50¢
Headline in bold type ..... $5 extra
Photo ..... $8 extra
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Blind Box Service Charge $5.00

CREDIT CARD LIMIT MINIMUM $5.00 PLUS .50 POSTAGE and HANDLING

213/427-7433

No cancellations after 5:00 p.m. Thursday

WANT AD DEADLINE

Friday noon for the following Wednesday's issue. Fill in the Visa/Master Charge blank or send check or money order to: Above Address

Signature _____

Card Expires _____

Please fill in your complete account number and expiration date

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

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(Cycle News/West and Cycle News/ East)

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Per word ..... 45¢
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(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)

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Per word ..... 95¢
Headline in bold type ... $8 extra
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PHOTOS RETURNED ONLY WITH SELF ADDRESSED STAMPED ENVELOPE

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Address _____ City _____ State _____ Zip _____

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Bold Headlines do not count towards want ad word count

Want Ad minimum...$2.50

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8 9 10 11 12 13 14
15 16 17 18 19 20 21
22 23 24 25 26 27 28
29 30 31 32 33 34 35
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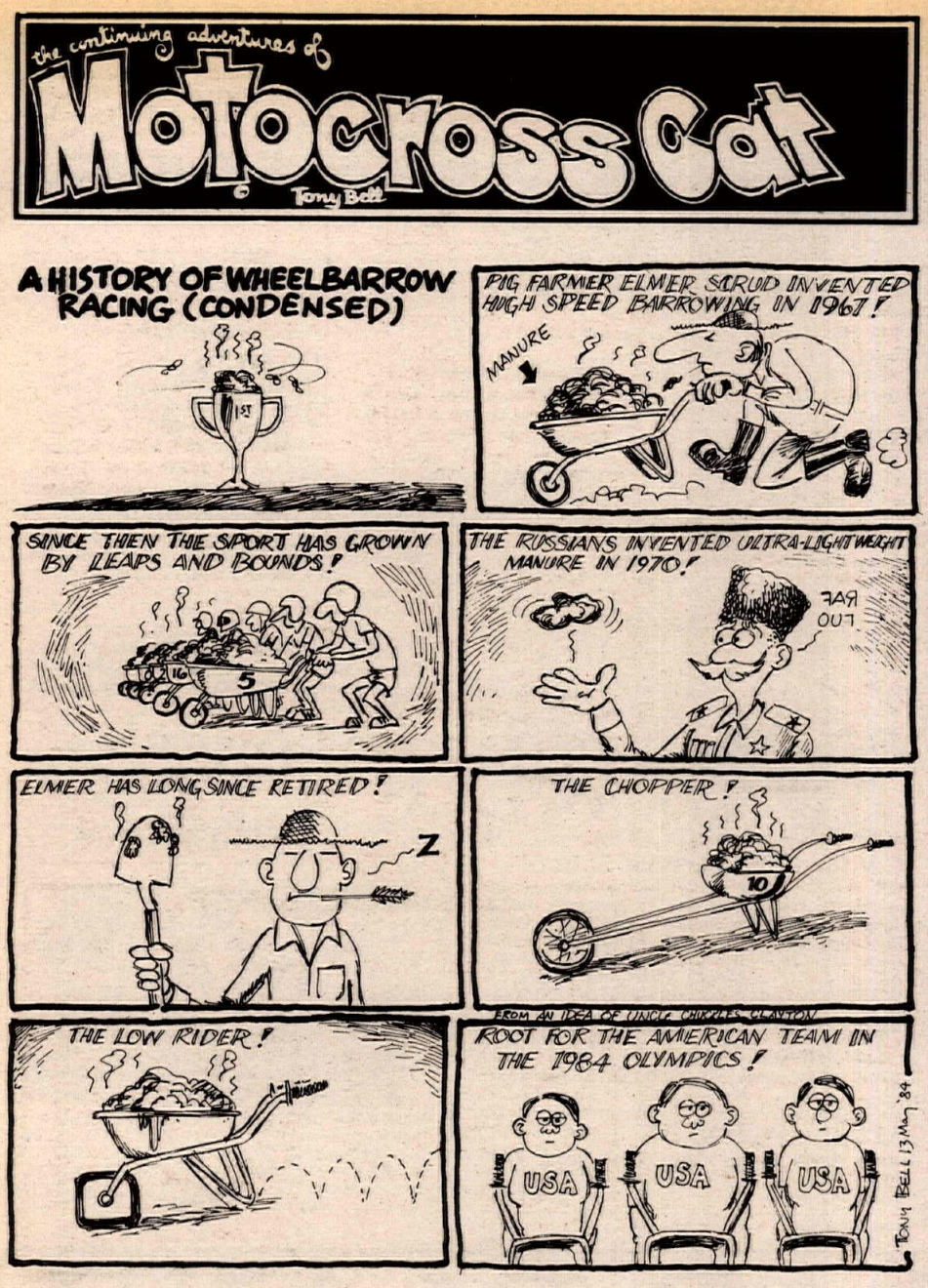
50 51 52 53 54 ( ) 55

Cycle News cannot be responsible for illegible phone numbers.

Area Code/Phone No.



2 '84 Kawasaki Tecates

Two months old. Wide axles, F.T. Tires, aluminum Wheels, pipes, air box, trick shock & swingarm PLUS all the stock stuff. $2200. each. Trike Racing Products, (213) 533-1023. (221)

Riders Wanted

Will sponsor riders, Dirt and ATC. Huntington Beach, (714) 841-0368. (220/TFN)

1925 Indian with Sidecar

Very original, unrestored with excellent Indian Princess sidecar. A real "Keystone Kops" bike. Can crate and ship anywhere. $5,600. Call Buzz, (312) 985-2097. (1/21NE)

TZ250J Lo Hours $3300/OBO

Free delivery Northern Cal. (503) 232-5150 Oregon. Also '83 Suzuki 550ES, 3000 miles, $1750/OBO. (321/23)

'83 Suzuki 1100ES

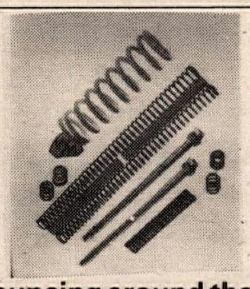
$1000. in extras, flawless mint condition, $3800. (213) 421-5463. (321)

FMF's YZ250L Pipe Is Here At Last

Taking extra testing time has really payed off! We've developed the HOTTEST YZ250L pipe in the country! Don't waste your time buying any other pipe! We've already put our pipe against them all, and this is the best pipe...period! No other pipe has the awesome top end, or the smooth wider range of low and mid range power as this one does! Now used by Team Yamaha Canada! Works power for about the same price as a stock pipe! If you order it today, we'll ship it today! Only $139.50. DON EMLERS FMF (213) 539-6884 or (213) 530-3701. (221/NWX)

Laverda Rebate Sale

$300. factory rebate on 1000 RGS and 1000 Jota in stock, get yours now at Woods Motor Shop, 525 W. Colorado ST., Glendale, CA. (818) 956-0698. (221/22)



Stop bouncing around the track

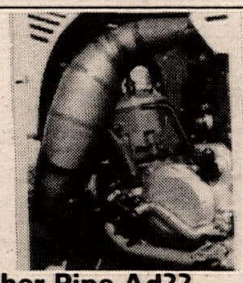
If your 1984 KTM suffers from mushy forks, too soft a rear spring, or incorrect shock and fork dampening, then Wheelsmith Racing has the cure for you. Our race proven fork kit, shock spring, and dampening mods will put your investment back in the winner's circle. Call or write WHEELSMITH RACING, 18020 Euclid St., Fountain Valley, CA 92708. (714) 751-0680. (121/NW)

2-Valve Jawa/Spares $850

(714) 651-1657. (121)

'84 CR250

Absolutely immaculate, hardly ridden, $1800. (714) 846-6455. (121)



Another Pipe Ad??

You bet! only we're not going to rant and rave about how our pipes out perform all the others like our competitors do. We're simply going to say that Wheelsmith's been in the business of manufacturing race proven products for 13 years and we're still doing it the only way we know how. Quality-quality we're so sure of that we still offer this pipe guarantee. If you're not completely satisfied after one ride, then return it for a full no questions asked refund. How can you lose? Ask about our new line of hand formed and crafted pipes, for the 1984 KTM 125's and 250's available now for $139.95. Dealer inquiries welcome. WHEELSMITH RACE PRODUCTS, developed by racers for racers. WHEELSMITH RACING, 18020 Euclid St., Fountain Valley, CA 92708. (714) 751-0680. (121/NW)

'82 RM125 Must Sell Fast!

Ported Reids Pipe and more. Moving to Greece. Call for details. James (714) 962-2766. (121/22)

1983 Honda CR 480 R

Excellent condition, White Brothers Fork and shock mods, Simons link, Sidewinder sprockets and new tires, $1300. (714) 687-6755. (121/22)

Can-Am 250 Qualifier 80½

One-Of-A-Kind 250 engine in long-travel 400 "snorkel" chassis. Trick-plus: Aljo linings, 38mm Terrykit Marzocchis, Simons/Ohlins, Mikuni, two new tanks, licensed for street in Colorado. $850 at BOULDER MOTORSPORTS, 1624 Peal St., Boulder, CO 80302. (303) 443-2793. (121)

80 KAWASAKI 175 KDX extras, beautiful condition, $650. (213) 421-5463. (321)

'82 Yamaha YZ 250J, $800. (213) 438-2478. (421)

MPS Mixture Control Unit

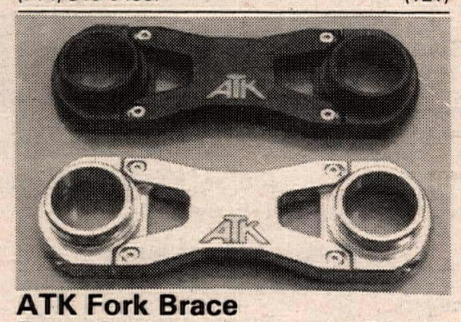
Offers adjustability to fuel injection on GPz1100. A must with a header. Recommended by Kerker. $59.95. MOTORCYCLE PERFORMANCE SPECIALTIES, Box 1935, Casselberry FL 32707. (305) 695-2154. (222/EOI/TFNE)

1982 430 XC Husky

Excellent condition, Answer silencer, O-Ring Chain, spare tank, $1200. Call after 5pm (714) 981-9102. (321)

'84 CR250

Absolutely immaculate, hardly ridden, $1800. (714) 846-6455. (121)



ATK Fork Brace

The best Fork Brace on today's market. Favorably tested in magazines and endorsed by Calif. Superbike School. Available for Harley-Davidson, Honda, Kawasaki, Suzuki and Yamaha from 1976 up. Installs in a few minutes, see your dealer. $69.95, Visa/MC or COD. ATK LEITNER CORP., 2650-C Walnut Ave., Tustin, CA 92680. (714) 731-5114, or call toll free outside CA, (800) 854-4023. (222/26/30/34TFN)

Best Quality * Most Sizes

If you can find a better battery for less, buy it! UPS daily, S&O SALES, P.O. Box 44, Westminster, MA 01473. (617) 632-6840. (224/28/32/36NW)

1981 BMW R100CS

Excellent condition, must sell, $2900. Tim (214) 321-2707 home, (214) 867-9066 work. (321/22)

Imola Touring Boots From $75

From Italy. Full grain leather. Most sizes including ladies. If you can find a better boot for the price BUY IT. S & O SALES, P.O. Box 44, Westminster, MA 01473. (617) 632-6840. (224/28/32/36/NW)

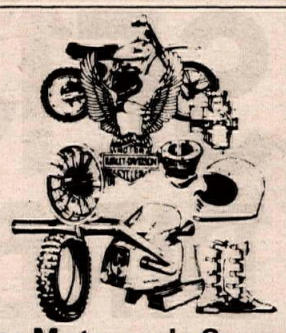
'84 Suzuki RM 125

Used only two times, must sacrifice, $1350/OBO. (213) 352-5391. (321/22)

'84 YZ250

Good shape, ridden 7 times. $1750/OBO. 3 rail motorcycle trailer, $300/OBO. (714) 924-2625. (321/22)

1979 Moto Laverda 1200cc sport touring machine, rare anniversary model, 1 of 200, never ridden, new, MSO, factory authentication, 97hp, 489 lbs dry. One of three known in North America. Expensive. 1975 Laverda 1000cc, classic Italian, new Phantoms, battery and chain, many updates, stunning, $2500/OBO. (512) 699-0483. (321/NWX)



Indoor Motorcycle Swap Meet Over 300 spaces available National Orange Showgrounds, San Bernardino

Friday, June 1, 6 p.m.-10 p.m. 24 hour info, call (714) 495-4545. INTERSHOWS, National Orange Showgrounds, San Bernardino. (221)

'83 250 Husky XC

Showroom condition, Answer silencer, VDO Shocks and forks, rebuilt, $1500. (714) 359-2085. (121)

LEONI FRAME Pantah 730cc TT2 cams, Mallosi carbs, 38mm fork Fox, EPM, Campy new slicks, Raini fresh motor, race ready, too many spares to list. Injury forces sale. (509) 926-5371. (121)

1946 H-D Knucklehead

Show quality, perfectly restored. Original condition inside and out. $7795/OBO. Contact Chris Draayer, 1339 Normandie Cr., Salt Lake City, Utah 84105. (801) 583-1644. (321/22)

1976 HONDA TL 250 Trials $450. 1979 MAICO 250 MX $700/OBO. (714) 887-8412 or (714) 883-6726. (121/22)

1983 CR250R

Shock fork mod, new engine, like new, $1100. Also desert tank, spare barrel and complete ignition. (818) 841-0176 or (213) 769-9823. (121)

KTM 250 MXC In Stock

At GOLETA VALLEY CYCLES, 5729 Hollister Ave., Goleta, CA. (805) 967-5313. (121)

NEW PRO-STAND. 360° ROTATION $44.95. AVAILABLE AT YOUR DEALER or direct. ATLAS RACING PRODUCTS, P.O. Box 628, Lake Elsinore, CA 92330 (714) 674-4335. (207/EOI/TFN)

1982 14 Ft. Pro-Trac Trailer

Many extras, including potti. Call anytime (714) 875-9017. (121/22)

1984 Kawasaki Turbo's

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Like new, low miles, extras on bike. Asking $1900/OBO. Call for info. Ask for Steve Fortune (714) 527-3534. (321/24)

★ Z Racing ★ Aluminum Radiator Screens!

Z Racing innovates the first professional screen to protect radiators. Provides maximum air flow for proper cooling. Constructed from 5052 Aluminum to ensure strength. $24.95 set. Contact your dealer or: Z Racing, 1265 Lincoln, Anaheim, CA 92805 (714) 772-8170. UPS C.O.D., Visa. MasterCard. (221/23/NWX)

DEALER And SERVICE DIRECTORY

For Dealer Directory Info. Call Cycle News (213) 427-7433

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TAP-EX CO. — Broken studs disintegrated without damage to hole! Also EZ outs, drills, taps, etc. U.S. & metric threaded inserts installed. 1 day service, most parts. 1825 W. 144th, Gardena, CA 90249. (213) 323-3834.

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BENNETT'S LECTRON FUEL SYSTEMS. — Carburetors for most applications. Custom exhaust work. Class C Engine bldg. Hondas only 500 or 600 single cylinder only. Dyno service. 1922 N.W. Grant, Hillsboro, OR 97123. (503) 640-3079.

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LeBARD & UNDERWOOD — 321 E. Imperial Hwy., La Habra, (213) 691-0553 or (714) 879-8252. Quality BMW & HONDA sales, service, parts & insurance since 1946. Open 7 days a week. 3 miles west of 57 Frwy.

Cylinder Work

HANDCRAFTED CYLINDER LINERS INSTALLED — Cast/Chrome. Porting, digital balancing, crank rebuilding. (Bill Wagner's) NW Sleeve and Engine. 903 NE Cleveland, Gresham, OR 97030. (503) 666-8430.

Enduro Rollcharts

JART — Enduro Rollcharts — Easy to read — Used by all factory teams — Many options — guaranteed. Any enduro, any place — $5 each day. Club rates. Subscription service. 4673 Via La Primavera, Yorba Linda, CA 92686. (714) 970-6876.

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CUSTOM MANUFACTURED CYLINDER LINERS. Prototype 2 Cycle installations. Chrome bores sleeved. Small Engine Machine Works, Inc., 720 Northeast 242, Gresham, OR 97030. (503) 667-5224.

GET THE JOB DONE RIGHT! —Boring by top machinists. Sunnen-Mandrel honing to factory specs. Complete machine shop serv., cranks reblt., etc. Same day serv., cash/charge. Mike Condit's M/C Service, 7225 Canoga Ave., Canoga Park, CA 91630. (213) 346-0472.

Extrude Honing

EXTRUDE HONE'S power flow process dynamically improves Top-End & Midrange Performance on any two cycle cylinder. Extrude Hone, 6845 E. Compton Blvd., Paramount, CA 90723. (213) 531-2976.

Exhaust Systems

COFFMAN'S has available a full line of ATV high performance exhaust systems. All guaranteed for quality & performance. 39200 Seraphina Rd., Murrieta, CA 92362 (714) 676-4100.

Frame Straightening

THE FRAME SHOP — Professional collision specialists. All forms, front end, swingarm, wheel reconditioning. Complete welding facility to repair broken cases, fins, front and acc., crushed frame tubes or ? 11074 Mercentile, Stanton, CA 90680. (714) 893-6700.

DR JOHNS — Precision frame straightening. Head angle rakes Pro Stock & Desert racing. Mag wheels, stems, crowns & fork tubes straightened. All model ATV's case welding & fin repair. 1524 "A" Industrial Park St., Covina, CA 91722. (213)332-1598.

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BELL HELMETS — Know about their factory Customer Service Dept? Make your Bell Helmet look and work like new! Free inspection with quote. Call Customer Service Dept. between 10 a.m. & 12 p.m. and 1 p.m. & 4 p.m. Mon.-Fri. at (213) 921-9451 or (714) 522-8292.

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CALIFORNIA Motorcycle Insurance Agency means low cost m/c ins. We represent various ins. co's. Phone or write for our lowest rate for your m/c. (714) 956-5222, (213) 637-0751. P.O. Box 3878, Anaheim, CA 92803.

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RIFLE PLASTICS — Designed/manufactured Rifle fairings - sold nationally. Rifle can help design, mfgr & market your product/idea thru top-rated M/C dlrs coast-2-coast. Rt. 1, Box 8, Paso Robles, CA 93446. (805) 239-4230.

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BUFFALO NUMBER PLATES — Number plates & stickers custom made for motorcycles & ATV's. Many dirt track accessories. Super service. 1207 Killarney St., Livermore, CA 94550. Call Mary (415) 443-7012.

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WE'VE GOT YOUR PART — Cycle Salvage Racing. Dist. famous Rod's Rack for 3-wheelers & 4-wheelers. Clean late model used parts. MasterCard/Visa. UPS daily. Closed Wed. Rt. 2 Box 359, Guntown, MS 38849. 24 hr. answering serv. (601) 348-2312.

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PRO-FUEL — High performance gasoline 108 octane. Legal for all racing organizations. Attention speedway & drag racers: Methanol now available. Call for the name of your nearest dealer. (213) 830-4678.

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OFF ROAD RENTALS INC. — M/C-Dirt, Street, ATC70-250, Odys, Tri-Moto 60-225DX, Suz., jet skies. Fork/axle/frame strghtng. Parts/acc. Call Los Alamitos, CA (213) 594-8901, (714) 891-9388 or Orange, CA (714) 771-7390, or Azusa, CA (213) 334-1234.

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JEB's 'spoiler' helmets, Speedmode leather suits/jackets, Ray padded boots, Jollisport studded palm gloves, replica T-shirts/stickers/posters. Retail catalog $1, dealers welcome. Quadrifoglio, 5745 N. 11 St., Phoenix, AZ 85014 (602) 265-5846.

BATES LEATHER SHOP — Everything, from our Touring and Racing Leathers to our Fast Lane Boots, Gloves and Cold Weather Touring Suits, is available at the bigger-than-ever Bates Leather Shop. Standard and custom sizing or designs. Shop with the Pros, be fitted by the Pros. Men, Women, Alterations, Repairs and Cleaning. Cycle accessories on display too. Open M-F 8-4:30; Wed 'til 8. Selected Sat. 9-2:30. (213) 435-6551. 660 W 16th St., Long Beach CA. Nr. LB Fwy & Pacific Coast Hwy.

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WHITE BROS — 11750 Seaboard Circle, Stanton, CA 90680. Complete service & set-up on all singleshocks, Uni-Track, Pro-Link, Floater & White Power. 1 to 2 day turn around. (714) 895-1991.

SCOTT'S — Complete fork & shock service on all single & duel shocks, Monos, Floater, ProLink, Unitrak, Ohlins, Fox, Works. Porting starts at $40.00. 2627 Honolulu Ave., Montrose, CA 91020. (213) 248-6747.

HONDA SHOCK SPECIALIST — Prog. valving mods eliminate harsh, sharp edged bumps/improve hi-speed stability. Satisfaction guaranteed. 1 day serv. Rick Johnson, 19333 Sturgess Dr., Torrance, CA 90503. (213) 371-3887.

SUZUKI COUNTRY RACING — Complete shock & fork mods for '84 RM125, RM250, RM500. Highest quality components & oil used. All modifications are race proven! 2057 Hammer Ave., Norco, CA (714) 359-8546, 734-0640.

OHLINS SPECIALISTS — Factory authorized sales/service Ohlins single/twin shocks. Genuine parts in stock. Rebuilding/revalving. 1 day turnaround. Ohlins exclusive U.S. dist. Simons Inc., 2625 Miller Ave. CN, Mtn. View, CA 94040. (415) 948-3470.

R & D RACING — Triple oil life w/hard coated shock body. Eliminates internal shock wear while reducing friction. Complete shock/fork service, valving alterations, cylinder reboring, complete machine shop capabilities. (213) 864-8218.

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STEEL SHOES — Ken Maely, since 1950. Dirt Track $70. Lt. Wt. Spdway $75. Send boot. Specify race type. 14" lace boot $75. Everything for Speedway. 8580 Bedford Motorway, Corona, CA 91720. (714) 735-0540.

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TIRES & STUFF — M/C Tire Center. Bridgestone M-22, M-23. New Cheng Shin dirt tires. Touring buffs — we change tires while you wait. 2116 E. Charleston, Las Vegas, NV 89104. (702) 382-8824.

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CUSTOM TRAILERS — Dico custom trailers-build custom/buy from stock enclosed security trailers, attractive, durable all steel frame 12"-16"-20" single/tandem axles, options, open 7 days. Stop/call, 323 E. Ball Rd., Anaheim, CA 92805. (714) 956-2950.

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Akron, OH

LAIDIG'S CYCLE — Maico/Can-Am/KTM/MotoGuzzi/Ducati/Ski-Doo/Montesa/CZ/Laverda/Bultaco. UPS/mail order parts/service. "Parts our business." 9-7 except Wed. 364 S. Arlington St., Akron, OH 44306. (216)253-7455. 24 hr. parts.

Anaheim

ATC-ODYSSEY OWNERS — your one stop shop. Super parts & acc. center for ATC & Odyssey related items. Huge discs. avl. during fall sale Oct. 15-17, open 7 days, call/stop by for free catalog. 323 E. Ball Road, Anaheim, CA 92805. (714) 956-2950.

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KERN SPORT CYCLE — Husky/KTM/Cagiva. We race what we sell! Desert/MX race prep specialist. Ohlin shock sales/service. Complete sales/service/parts/accs. Pro-Fuel gas Dist. 307 19th St., Bakersfield, CA 93301. (805) 324-6266.

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TOWN AND COUNTRY CYCLE — Suzuki sales, service, parts & accessories. Insurance. Hard to get parts. Mail order parts. 1835 W. Commonwealth, Fullerton, CA 92633. (714) 871-2460.

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ORANGE COUNTY CYCLE — World's largest dirt bike dealer. Most complete part and accessory store for all your hard to find items. Open 7 days a week. 13666 Harbor Blvd., Garden Grove, CA 92643. (714) 530-7340.

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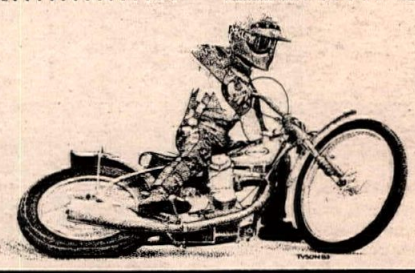

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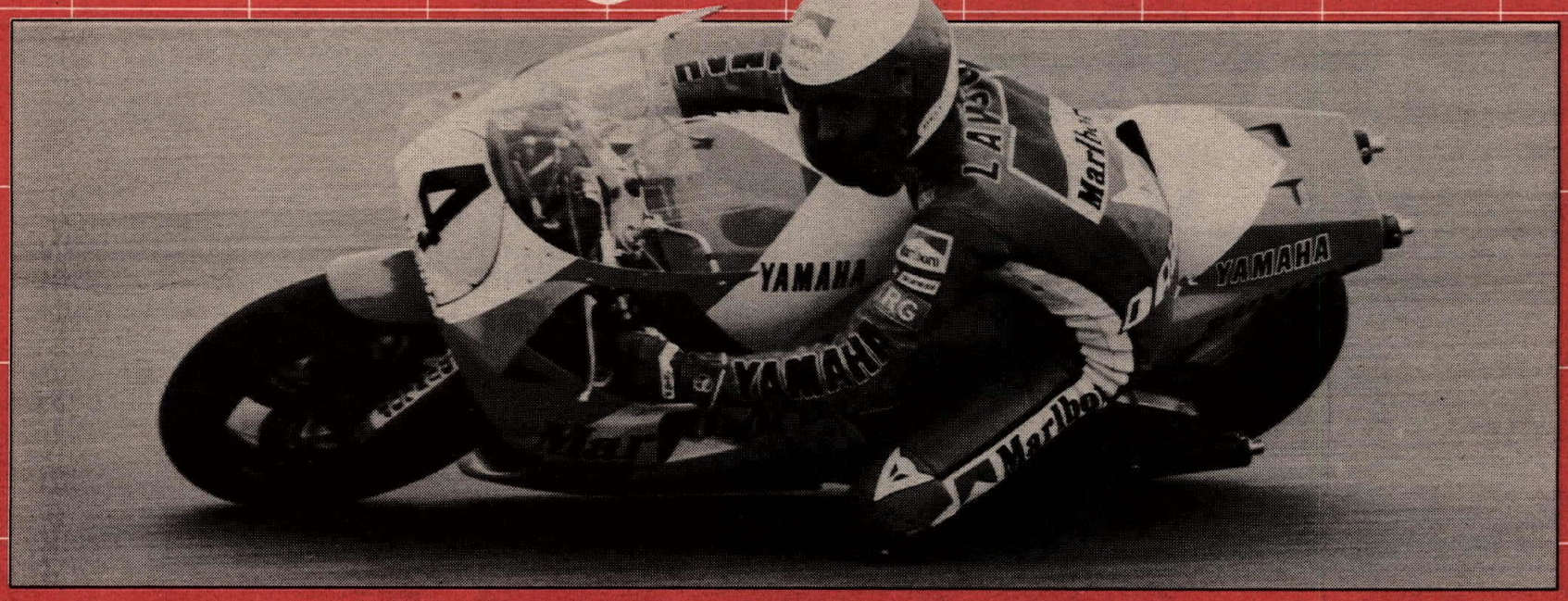


Lawson and Dunlop Reign in Spain, Then Blitz Austria... Lead 500cc World G.P. Championship by 20 points!

Steady Eddie Lawson started in the pole position, took the lead at the end of lap two, then drew away from the field and won a hands down, 17-second win at Jarama, Spain. At Salzburg, in Austria, he was even more dominant, blitzing the field and winning by 23 seconds.

As long as Eddie is riding on the legend, he'll be tough to beat.

Ricky Johnson Dominates on Dunlop.

Orlando Insport Supercross. Ricky Johnson and his Yamaha took the checkered flag ahead of Honda's Ron Lechien and David Bailey. . . all three were on Dunlop.

Atlanta AMA National MX. Honda and Dunlop swept all three classes as Johnny O'Mara takes the 125cc; Ron Lechien the 250cc; and David Bailey the 500cc.

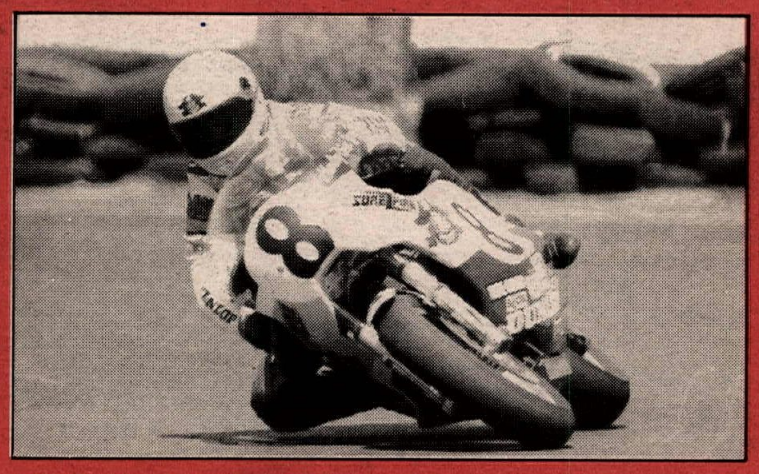
Swedish 500cc World Championship MX G.P. David Thorpe on Honda and Dunlop forged his way into the points lead with a dramatic win in Sweden.

Georgetown "Fool's Gold" Enduro. Kevin Hines, Mike Melton and David Bertram complete a top three sweep for Husqvarna and Dunlop in this AMA National event.

Burr Oak National Enduro. Mike Melton (Husqvarna)

AMA National Hare Scrambles:
Lucerne, California. Dan Ashcraft (Husqvarna)
Bruceton Mills, West Virginia. Mark Hyde (Husqvarna)

Gene Church Battles on the Asphalt.



AMA Road Racing Pro-Am. Sears Point, California. Battle of the Twins. Gene Church flexed some Milwaukee muscle taking the BOTT on his Harley Owners Group (HOG) Harley-Davidson.

Formula Two. Tracey DeMuro (Yamaha).

To all our riders who bring home the checkered flag... thanks for doing it on Dunlop.

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